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BIRTHS.

On August 14, 1907, at Shanghai, Chemulpo, the wife of CARL WOLTER, of a daughter.
On August 24, 1907, at Shanghai, the wife of F. W. STEWART, of a daughter.
On August 26, 1907, at Shanghai, the wife of OFFLEY CREWE-REID, of a daughter.
On August 26th, 1907, at Shanghai, the wife of B. VON FISCHER, of a son.
On August 29, 1907, at Shanghai, to Mr. and Mrs. P. W. JAMES, a daughter.

MARRIAGE.

On August 28, 1907, at Shanghai, CHARLES JOSEPH, only son of Mr. and Mrs. Charles Head, South Hackney, London N.E., to "ARAH ANNE, eldest daughter of the late John Chatham, Esq., and Mrs. Chatham, of Shanghai.

DEATHS.

On August 20, 1907, at Tientsin, JOHN DOUGLAS ROSS, mate of the lightship "Taku," born October 25, 1855.
On August 30, 1907, at Shanghai, ALBERT E. FURBER.

On September 1, 1907, at Shanghai, HELEN TURNER, aged 42 years.
At the Government Civil Hospital, Hongkong, on 3rd September, 1907, at 11.45 p.m., ERIC ERSKINE PITTAR-ERSKINE.

On September 5th, at Shanghai, NUSSEER-VANJEE DHUNJEEBOY SETNA, brother of Mr. Sorabjee Dhunjeebooy Setna, Manager, Phirosha B. Petit & Co., aged 41 years. Deeply regretted.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, SEPTEMBER 6, 1907.

THE SUBSIDIARY COINAGE COMMISSION.

(31st August.)

Pending the official publication of the constitution of the Committee, appointed by His Excellency the Governor, to consider the question of the subsidiary coinage of Hongkong, we have refrained for reasons, which will be readily understood, from commenting on the grounds which the Com-

mittee will have to cover in pursuance of their instructions under the terms of the Commission. In yesterday's issue of the *Government Gazette*, the notice of the appointment of the Committee appears, and from it we learn that the Committee will be constituted as follows:—The Hon. Mr. Wei Yuk, the Hon. Mr. E. Osborne, Messrs. J. Armstrong, D. R. Law, A. J. Raymond, R. Shewan, J. R. M. Smith, and A. G. Wood, under the chairmanship of Mr. A. M. Thomson, the Colonial Treasurer. When the elaborate correspondence which passed between our late Governor, Sir Matthew Nathan, and the Colonial Office appeared, on the subject of the subsidiary coins of Hongkong, we observed that we could see no reason why the commercial community of Hongkong should have any serious grievance against the Government for the prevailing condition of the currency market; and we suggested that, not being financiers themselves, in the proper sense of the term, the administrative body could merely seek to obtain the most practical counsels available on the spot to guide them in any action the Government might propose to adopt to bring about measures which would secure the rehabilitation of Hongkong's subsidiary coins. As most people in Hongkong knew long before now, the Government had sought the views of the Hongkong General Chamber of Commerce on the subject. Sir Matthew Nathan had been in communication with the Chief Manager of the Hongkong and Shanghai Banking Corporation, the local manager of the Chartered Bank of India, Australia and China, and the representative of the Mercantile Bank of India, Ltd., on the same question. The subsequent action taken by the Government in returning to the melting pot a large sum of accumulated subsidiary coins from the vaults of the Hongkong and Shanghai Bank, and the scheme of redemption which has been in operation for some months past, was the outcome of deliberations with the joint body of the commercial representatives of Hongkong and of the leading bankers of the Colony. The constitution of the present Committee includes among others Mr. Wei Yuk, Mr. J. Armstrong and Mr. J. R. M. Smith. The hon. Chinese member of the Legislative Council is, as everybody knows, the compadre of the Mercantile Bank of India. It is no unfair assumption when we take it for granted that in the consideration of the subsidiary coinage question, which is so intimately connected with the retail trade in which a large proportion of Chinese merchants in Hongkong and Canton are engaged, Mr. Ormiston, the manager of the Bank in question, had frequent occasion to consult the principal of his Chinese department. Mr. J. Armstrong succeeds Mr. T. P. Cochrane in the local management of the Chartered Bank and it is certain that as manager *pro tem.* he is unlikely to follow any other course than one which is in accordance with the expressed views of his absent chief. Mr. J. R. M. Smith is the Chief Manager of the leading banking institution, and it was upon whose advice we may take it that Sir Matthew Nathan largely depended for the construction of his plans as evidenced in the policy of the Government. Mr. D. R. Law, of Messrs. Butterfield and Swire, is one of the prominent members of the Committee of the Chamber of Commerce, which expressed the views of the Chamber to the Governor, and so also are Mr. A. J. Raymond, of the firm of Messrs. E. B. Sassoon & Co. and Mr. A. G. Wood of Messrs. Gibbs, Livingston & Co. So that, excluding the chairman, we are in a position to draw our own deductions as to what will be the general trend of the recommendations proposed by three-fourths of the Committee at the result of the present inquiry. It could hardly be assumed that they will stultify themselves so far as to suggest at this date any very radical recommendations for the introduction of reforms in a matter which has been fully considered by them in the daily round of commercial life. There remain the Hon. Mr. Edward Osborne, the secretary of the Hongkong and Kowloon Wharf and Godown Co., and Mr. Robert Shewan, who is identified with very many large and important local enterprises and other commercial undertakings. Both of these gentlemen, have, by virtue of their position, already made representations to the Government on the subject of subsidiary coins and have proposed remedial measures to overcome the difficulties created and the competition, particularly of the Provincial Mint of Canton. It is just possible that they have exhausted the arguments in favour of their schemes to enhance the value of the local subsidiary currency, and in any event they stand in a minority of one fourth to the others of the Committee, as we have endeavoured to show. The present Committee is not armed with the extensive powers which are possessed by a Commission appointed under the statutory authority vested in the Governor. It will not be within the province of the Committee to compel unwilling witnesses to attend and present their evidence at the inquiry. And as far as statistics are available, there is no authority for the Committee to demand the production from the Government archives of documents which establish the number of coins issued within the Colony since the inception of this once profitable trade. In those circumstances, the figures published by the Canton Mint must be held as valueless for the purposes of this Commission of Inquiry. As to general evidence, we have been inundated with proposals by both practical and theoretical "experts." Each and every one has advanced a theory and a scheme which were to put an end, once and for all, to the anomalous position in which the subsidiary

coinage of the Colony finds itself at the present time; yet it is curious to note that amid the multitude of counsellors the Government has not yet found one whose wisdom was calculated to solve the difficulty of the situation. We can thus foresee the almost unsurmountable obstacles which face the Committee in arriving at any conclusion as the result of their inquiry. Without necessary and valuable statistics, without the help of practical evidence, without so much as the possibility of a correct estimate of the course of trade, the recommendations which the Committee will eventually evolve out of their investigations cannot amount to more than a series of tentative efforts to secure the rehabilitation of our coinage in the interests of Hongkong. That the question of the reforming of the currency system of any community cannot be dismissed in an off-hand fashion the experience of the Philippines will prove. The Philippine Currency Commission, appointed by the United States Government, was undoubtedly composed of the best authorities which the States could produce, and yet Mr. Conant's scheme, excellent as it seemed at a first glance, cost the Philippine Government a handsome sum in order to redeem the original Conant dollar in order to substitute for it one that contained a larger amount of alloy, as a result of the appreciation of the silver value of the dollar. And yet none will dispute the fact that the materials at the services of the members gave them the opportunity of adjudging the future course of events. Similarly, Sir David Harbour's Commission, in Singapore, was almost led into error when the value of the dollar approximated the sterling price placed by the Straits Government at 2s. 4d. and it is common knowledge that the fineness of Straits dollars has since been reduced from that originally adopted, and a coin baster in value has been substituted for it. Here, then, we have two instances where the best financial minds of the day of two great financial and commercial nations have been led astray by unexpected complications, which they could not possibly have anticipated. Without minimising the value of the labours of the gentlemen who have undertaken to act on the Committee on behalf of the Colony, we doubt very much whether even in their own minds they feel that they can produce a scheme which will extricate us from the difficulties of the situation created by circumstances which affect not alone the interests of Hongkong but also those of the important and adjacent city of Canton.

ANOTHER HANDICAP FOR SHIPPING COMPANIES.

(2nd September.)

The announcement that coal has advanced in price simultaneously with an increase of 5 per cent. in wages comes at an extremely inopportune time, for it will certainly mean that steamship owners will be still further embarrassed in their efforts to contend against the strenuous competition which is one of the most noteworthy signs of the times. We are not concerned with the causes which have led the English collieries to demand higher rates for their product, or the story that the increase in wages is due to the scarcity of miners. What we are concerned about is the probable effect this enhanced rate in coal quotations will have on the shipping of the Far East, and of Hongkong in particular. Since the Japanese mercantile fleet was augmented by the return of the vessels which were withdrawn from the commercial service during the war, there has been a continuous effort on the part of the Japanese shipowners, backed by the Government, to monopolise the coasting trade in Eastern waters from Vladivostok to Singapore and to do so by every means in their power. An attempt was made to capture the Yangtze trade for the vessels belonging to a Japanese shipping ring, but that has not turned out altogether successful. Again, it was sought to oust the Norddeutscher Lloyd from the Bangkok-Swallow-Hongkong route, but it was admitted at the annual meeting of the Nippon Yusen Kaisha that the effort had proved practically a failure. Intent upon their original design to obtain a share of the lucrative Siamese traffic, it was decided by the premier shipping concern of Japan to make Singapore the headquarters of the southern coasting fleet, which meant, of course, that they were prepared to throw down the gauntlet to the M. D. L. Whether that scheme has been set in operation so far does not appear, but that the German company are not blind to their own interests or inclined to surrender a single iota of the advantages which accrued to them as the result of their absorption of the Scottish Oriental line is manifest by the fact that two vessels specially designed for the requirements of the Singapore-Bangkok run are now in course of construction in Singapore to the order of the M. D. L. That signifies that the gauntlet has been taken up and the game accepted. While the spirit of competition is admirable in its way and productive of the most satisfactory conditions for the shipper, it cannot continue for ever, and in the end it is the shipper who has to bear the brunt of the fight for supremacy. But in tackling the M. D. L. the N. Y. K. have found themselves engaged with a colossus armed *cap-a-pie*. The increased cost of English coal is calculated to have its most marked effect on those shipping companies which bring without great financial resources or minus the substantial aid of a paternal Government are at present carrying on a sort of guerilla warfare in the hope that at a later date they may participate in the returns which will compensate them for their

present struggle. That Japanese companies will experience the least inconvenience from the increased cost of English coal is not to be believed. While Japanese coal is decidedly inferior to the Cardiff product it satisfies the needs of an economical people, and the recent Imperial order which has been stated, is now in operation prohibiting the exportation of coal from Japan will prevent vessels flying the flag of other nations from turning to the cheaper article in order to reduce working expenses. Of course that order is only another instance of Japan's solicitude for her mercantile marine. It may be said that the mines of Acheen, through the port of Sabang, may supply coal at a rate which will compare favourably with the prevailing prices charged for the Japanese variety, but the inevitable tendency is for the cost of industrial products to rise or fall in sympathy with the demand for the premier class, and it is scarcely probable that the Sumatran collieries will fail to understand or take advantage of the situation. Australian coal might possibly obtain a real footing in the Far East, but the Australian people in the coal trade, as in the flour industry, are so busily engaged in discussing questions affecting the parish pump and searching the dictionary for epithets of reproach to hurl at their political opponents, that they have little or no time to devote to the extension of their overseas markets. About two years ago, a prospecting party was despatched into the New Territories to discover whether there was any truth in the reports that minerals in abundance—and in paying quantities—could be found there. The character of the report which the engineers submitted on their return may be gauged from the fact that application was made for a mining lease covering a square mile of territory in the Shatin district, and it was granted by the Government to Sir Paul Chater in January last. The prospectors, it was reported, found rich deposits of magnetic iron of the very best class for the manufacture of steel. Where there is iron there is usually coal, and if it should be discovered that the New Territories are endowed with a superfluity of coal seams the outlook for Hongkong should be highly promising. Perhaps when His Excellency Sir Frederick Lugard takes his next jaunt across the mainland he may be induced to devote some attention to the mining possibilities of the New Territories. There is the further possibility that the expedition now in Borneo to prospect for gold, tin, silver, lead, oil, iron and coal may return with cheerful tidings regarding the presence of the last-named mineral. In that event the Japanese prohibition might be regarded with equanimity and even enjoyment, and the prospect of high charges would be dispelled. As it is, with a surcharge of ten per cent. on passenger fares to Europe by the Conference line, an increase in the cost of the carriage of freight owing to the appreciation in the cost of coal, and an ever-extending competition among the shipping concerns, it is difficult to judge whether the shipper or the company will in the end be the most hardy.

HONGKONG THE INTERNATIONAL NAVAL STATION.

(3rd September.)

When the Admiralty decided to withdraw the British squadron of battleships from the China Station the large community of dealers and compradors in Hongkong who benefited by the periodical visits of the ships and sailors were by no means backward in expressing their dismay at an arrangement which affected them financially. The disinterested section of the Colony regretted that British prestige and power, as embodied in the magnificent examples of the naval constructor's art which lay at anchor throughout the winter months in Hongkong, should be weakened by the absence of the principal fighting units of the Navy. It was useless, however, to attempt to go behind the decision of the Naval authorities, especially in view of the sound and substantial reasons which were advanced in support of the reduction in the strength of the Far Eastern Fleet; and, no doubt, the majority of people resigned themselves to the situation. Nevertheless, it must be allowed that, after the imposing and impressive aspect of the fleet when in its palmy days it assembled in the harbour of Hongkong, the appearance of the emasculated squadron consisting of a few cruisers and gunboats which condescended to visit the port was not calculated to inspire the port was not calculated to inspire the British onlooker with those high ideas of Britain's naval supremacy which the Navy League so sedulously seeks to inculcate. But if the declared intentions of the United States and Japanese Governments are actually carried into effect, it is probable that the importance of Hongkong as a naval station may return again, and the harbour assume its former aspect of a floating arsenal. It has been known for some time that the United States Government intended to reinforce the Pacific Fleet by the addition of several first-class battleships and cruisers, which would protect the interests of the Republic on what is believed will be the greatest waterway in the world, certainly one of the busiest when the Panama Canal is opened. The idea was apparently to strengthen the Pacific squadron this year, but when the proposal became public property there was, at the time, an unfortunate misunderstanding between the States and Japan regarding the rights of Japanese subjects in the Western States. Alarmists immediately saw in the projected plan a distinct and overt act of defiance to Japanese pretensions, and the "yellow" Press of America and Japan were not slow to fo-

culate programmes which would menace the peace of the world and stultify the name of the ocean which was to bear the pride of America's first defence. Curiously enough, the "yellow" Press, properly so called, were not the chief agents on this occasion in endeavouring to inflame the minds of the people against the action of San Francisco, in its alleged ill-treatment of the Japanese immigrants and school children. It was that section of the Press which is generally believed to recognise its responsibility as between the State and the public that stirred up the animus on both sides and threatened to land two friendly nations in the throes of war. The very virulence of their passion, however, had its effect in bringing the hasty-minded to a realisation of the gravity of the position, and now it would seem that the difficulties are likely to be amicably adjusted. That being so, the original intention of the United States Government to augment the Pacific squadron is barred by no obstacle, and by this time next year the American fleet on the West coast will boast some of the finest vessels of Uncle Sam's Navy. But it is not intended that the squadron shall be concentrated at the ports of California. San Francisco may be the headquarters, but component parts will be sent to the Philippines and China, for according to a Washington despatch the torpedo boat destroyers now stationed in the Philippines will be transferred to Japanese waters and constitute America's representation in those waters. At the same time, a new South China squadron will be constituted. The Navy Department, we are told, is now busy preparing for the organization of this new squadron, which is to lie in the South China and Philippine zones. It is understood that this organization will comprise some of the best vessels in the Navy and will present a very formidable fighting force in the Asiatic waters. From that we may take it that Hongkong will form the base for the South China squadron and thus part of the loss which the port sustained by the withdrawal of the British battleships will be balanced by the presence of the American squadron. Right on top of that, we learn that Japan has decided that she also intends to guard her interests in South China by the formation of a squadron which is to be stationed at Hongkong. It is announced that the new squadron is the outcome of the Franco-Japanese Agreement, as the result of which the Japanese hope to foster and develop a great and flourishing trade with Indo-China. The squadron will, according to the *Yokohama Specimen*, be in addition to that which is at present stationed at Shanghai, but whether that means the Hongkong squadron will be of the same size as that at Shanghai is not stated. The representatives of Japan's naval power at Shanghai are two in number, the *Akikusa*, of 3,150 tons, and the *Fushimi* of 180 tons, which is scarcely entitled to the designation of a "squadron" according to British ideas. But that notwithstanding, the fact remains that Hongkong will, in a measure, come into its own again, and the port justify its reputation as a naval station, not merely for Great Britain, but for our kinsmen of America and our allies of Japan.

CHOLERA IN SHANGHAI.

(4th September.)

As the result of the precautions adopted by the Sanitary Department to prevent the spread of disease in Hongkong there has been a perceptible decrease in the number of plague cases reported in the Colony since the beginning of the year. Up to the present time the total number does not exceed 225, and we may take it for granted that the worst period for the propagation of the pest has passed, and that with the approach of the cool season the risk of anything like an epidemic is practically at an end. It should be observed that the city of Victoria in proportion to its inhabitants has been comparatively free from the disease this year. The districts which seem to have been most affected have been on the mainland, and at one time it appeared as if Yau-mat and the isolated villages in the New Territories were to be ravaged by plague, but, fortunately, the active measures of the Sanitary officials effectively checked the dissemination of disease, and were it not for the few sporadic cases, which are reported from widely distant points the daily statement would have frequently been blank. Whether these cases originated in the Colony is another question. It is quite probable that the patients came from Swatow or Canton, carrying with them the plague germs which only made their presence manifest in Hongkong. At all events it is not now uncommon to learn that days have elapsed between the discovery of plague cases in the Colony. While the Sanitary officials cannot afford to relax in the slightest degree their vigilance in ferreting out infected patients, they are now faced with an additional duty in guarding against an outbreak of cholera. In yesterday's issue we stated that Shanghai had been declared an infected port which means that the number of cholera cases reported in the Northern Settlement has reached such proportions that for the safety of the Colony's health it has been deemed advisable to place under the quarantine laws those vessels which arrive from Shanghai. If only Shanghai were concerned the danger of infection would not be so immediate, but cholera has also broken out in Singapore and it is just possible that Bangkok and Saigon may furnish ground for the growth of the disease. In any event, the two principal ports with which Hongkong comes into daily contact have each been overtaken by cholera, which although it may not have reached epidemic form is nevertheless causing the utmost anxiety to

the residents of Shanghai and Singapore. It behoves the sanitary staff of Hongkong to do their utmost to prevent the incursion of the disease into this Colony, and it is the duty of every citizen to second the efforts of the Department in keeping their homes clean, pure and healthy. In Shanghai the Municipal authorities have issued a notification warning the community of the presence of the disease. And a paragraph on the subject which appears in the *N. Y. Daily News* may not be without interest to Hongkong residents at the present juncture. It reads: Among the general public there seems to be some misapprehension as to what "sterilized" means. To sterilize, in the sense in which the phrase is used by Dr. Stanley, means to render free from germs, and although in many cases the only safe way to do this is by boiling, there are some exceptions to this rule. Water can be sterilized as efficiently by the Berkefeld filter as by boiling. Whisky and other spirits containing a similar proportion of alcohol are sterile. Aerated waters, if purchased from trustworthy manufacturers, are sufficiently sterilized by the distillation or filtering to which they have been subjected prior to bottling. But most foods are rendered safe by boiling, and this particularly applies to milk and to fruit at the present season. To acquit the Chinese with elementary precautions which should be taken during the prevalence of the cholera epidemic the Health Office has been sending round men armed with bells, pamphlets and lustrous voices. The bell attracts a crowd. The voice is then used to explain the contents of the pamphlet, and finally the pamphlets, which are printed in easy colloquial Chinese, are distributed. The following is a translation of this pamphlet: "Cholera being prevalent, the Chinese community are requested to observe carefully the rules of the Public Health notices, a copy of which can be obtained on application at the Health Office. Attention is particularly called to the rules regarding food. Take all food and drink hot, or recently cooked. Avoid iced and cold drinks and stick to tea. Avoid all fresh fruit, especially cut fruit which has been touched by flies. Flies carry cholera. Cases of cholera will be received into the Isolation Hospital for Chinese in Range Road." The same rules are equally applicable to the foreign community, and, in particular, ice should never be mixed with drinks, as freezing does not kill cholera bacilli. It is satisfactory to learn, concludes our contemporary, that over fifty per cent. of the cases of cholera treated at the Chinese Isolation Hospital have recovered.

HONGKONG COLLEGE OF MEDICINE.

(5th September.)

It was only last week that we commended in these columns the unostentatious but eminently successful labours of the Court of the Hongkong College of Medicine in producing yet another year's list of graduates qualified to practise Western medicine within the Colony. The demand for students who have passed the course of studies prescribed by the curriculum of the College is, however, not restricted to the limits of Hongkong and the New Territories; their services are recognized and are wanted in Borneo and in the Federated Malay States. A most recent case which has brought the qualifications of the practitioners from the local medical educational institution into prominence has just reached us from the sister Colony of Singapore. It deserves rather more prominence than might otherwise be claimed for it from the fact that, according to the future programme of the institution, it will be the intention of the College to enlarge upon the present scope of the College's curriculum, for the construction of which a Chinese gentleman has generously offered the very liberal donation of \$50,000, is completed. The case to which we allude is that in Captain W. Dawson, master of the *s.s. Hong Wan*, was summoned before Mr. Mitchell, the Senior Magistrate, at Singapore, on the 29th ult., at the instigation of Dr. McDowell, the Principal Civil Medical Officer, for having an unqualified medical practitioner on board his vessel when carrying more than twenty immigrants on the 28th August. Mr. P. J. Sproule, the Deputy Public Prosecutor, was present as a friend of the Court and did not appear on behalf of the medical authorities. According to the report in the *Singapore Free Press* Mr. Elliot said he appeared for Captain Dawson. It was simply a point as to whether Captain Dawson had on board a person qualified under the Chinese Immigration Ordinance. Captain Dawson had engaged in Hongkong Dr. McCloskey, who used to be known as the "Chinese Doctor" for an advance of \$75 and had not turned up. Since his arrival in Singapore, the Captain had received a letter from Dr. McCloskey saying he was ill and had not been able to turn up. The Captain had to get some one to take his place and got Dr. Kong, who had a licence from the Hongkong College of Medicine, and had practised in Hongkong. Captain Dawson, or the agents, had to pay this man the sum of \$500 to simply go to Singapore in order that the ship would not be delayed. The only legal point was the qualification of a medical practitioner. The summons was only taken out at the instigation of Dr. McDowell and his contentions were against his (conscience). Dr. McDowell's contention was that only the diploma approved of by the Governor in Council enabled persons to become medical practitioners. Mr. Sproule and he (conscience) had looked up the *Government Gazette*. It seemed to him that Dr. Kong was a qualified medical practitioner as he held a diploma in Hongkong. If an offence had been committed, it was extremely hard that a summons had been taken out against Captain Dawson under the circumstances. They had to pay this man \$500 and would have to send him back to Hongkong. All the trouble was simply because a man whom they had engaged and given an advance to had not turned up. Happily for the steamship company represented by Capt. Dawson they had in the Deputy Public Prosecutor a man who was not bound by red tape. He said that, as a friend of the Court, he was entirely in agreement with Mr. Elliot, but perhaps the Ordinance of 1907 would throw some light on the subject. Mr. Elliot said he did not know what the ships

up North would do if a doctor died there. In his opinion Dr. McDowell seemed to be exceeding himself in making restrictions upon the board of the Royal College of Surgeons on board, he would not, in the view of Dr. McDowell, be a qualified medical practitioner because he was not registered in Singapore. Mr. Sprout pointed out that, according to the Ordinance, any ship's surgeon in the discharge of his duties was regarded as a member of the local medical profession and he urged that an offence had been committed in answer to the Court. Dr. Gibbes, acting Post Health Officer, said he wished to go on with the case. Mr. Sprout remarked that perhaps Dr. Gibbes had received orders to go on with the case but he would take the responsibility and ask the Court to throw the case out. Ultimately, the presiding Magistrate discharged Capt. Dawson. It is thus due to the master of the *Aling Hwa* that by a definite ruling of the Court in the Straits Settlements the diplomas issued by the Hongkong College of Medicine will be recognized as valid in case any of its licentiates elect to ship as emigrant doctors on board the numerous steamers engaged in the lucrative passenger traffic trading between Hongkong, the Coast Ports and the Straits Settlements. The Magistrate's ruling is a decidedly valuable one.

JAPAN'S GOLD COINS.

The *Osaka Mainichi*'s article on the gold currency of Japan, reproduced in our columns last week, has promptly evoked criticism, as it was certain to do, in the columns of the *Japan Chronicle* in which a translation of the article from the vernacular journal originally appeared. In explanation of the exodus of the gold coins from Japan, the writer cited the alleged investigations made by the Yokohama Specie Bank which were said to show that it is the custom in South China for rooms to be decorated with gold bullion during the New Year holidays. "Without this ornament," the writer would have his readers to seriously entertain the fiction that "the magnificence of a rich mansion and the dignity of a high family cannot be complete. For this purpose, rich people emulate each other in collecting gold before January. Formerly the gold for this purpose used to be supplied from Manchuria, any deficit being made good by importing the metal from Australia and America. Political changes which have taken place in Manchuria since the Japan-China War have cut off the supply, and Australia and America became the only source of supply. Seeing that a gold standard was adopted in Japan, and gold bullion was largely imported by Japan, the clever Chinese decided to take the supply needed from Japan with less expense, with the result above mentioned." That such a preposterous statement should be unadvisedly upon any one having the most elementary knowledge of Chinese social customs in South China will be only too ready to admit. "Gold-seeker" takes to task the statement of the "clever Chinese" decorating their drawing rooms with Japanese gold coins, an explanation which the correspondent describes as certainly "very ingenious," but the theory is admittedly very unsatisfactory. "Gold-seeker" accounts for the depletion of the gold coins by the fact that the dearth of gold bullion in Japan is due to the flooding of the market with paper money. He writes: "Week after week, in your commercial columns, I read that the Bank of Japan issued notes in excess of the legal limit, the last time, out of the extent of ¥44,000,000. Last June, out of ¥463,000,000 of currency in the country, no less than ¥32,000,000 was in notes. In July there were notes in circulation to the value of ¥394,000,000, against a specie reserve of only ¥18,000,000. No wonder the *Mainichi* asks: 'Why is the money going to?' The Bank of Japan is authorized to issue notes against gold and silver coins and bullion, and also on the security of Bonds and Treasury Bills, but in case of necessity, the legal maximum limit may be exceeded, in which case the notes are subject to a tax of five per cent. In other words, when the Government is running short, a few reams of paper are passed through the printing-press and are immediately converted into currency. But such currency is not accepted abroad, and goods bought by Japan have to be paid for in gold, not in greasy paper. Consequently there is an exodus of gold in the ordinary course of trade, and the paper (apparently becoming of doubtful value) remains in Japan. This is only natural, as when two forms of currency are in use, the paper always drives out the better. For the past three years the Bank of Japan has had more than 50 per cent. of its reserve against notes, bearing a promise to pay gold or silver on demand, in 'securities,' not in specie. In 1904, for every ¥100 note, there was only ¥29.16 in the Bank in specie; in 1905 ¥36.95, and last year ¥43.07. Japan's currency has been artificially inflated by the issue of notes, and, the correspondent concludes, unless the financial authorities at Tokyo devote some close attention to this subject, and without delay, there may be a serious financial crisis ahead in the not distant future. It is not the 'clever Chinese' who have to be looked after, but the equally clever Japanese.

Mrs. Amy Gillan, of 3, Cuddell Street, made her second visit to the Police Court, last Tuesday, to answer charges of disorderly behaviour and using indecent and insulting language. Mr. William Wolf, of the Naval Yard, and his wife, Louisa Ada, who reside in the same building as the defendant, were the complainants. They were represented by Mr. Andrew G. Jackson, of Messrs. Henson, Nokes and Master, Mr. E. X. d'Amada e Castro appeared for the defence. A date was fixed for the opening of the case.

THE N. Y. R. steamer *Awa Maru* arrived at Nagasaki on the 27th ult. from London, via Hongkong, in the course of her first voyage after having stranded off the Yorkshire coast in December last. She brought 1,250 tons of shipbuilding material from England for the Mitsui Bishi Dockyard and Engine Works, Sakabara Fujiwara, a passenger from England by the *Awa Maru*, was arrested by the Nagasaki Water Police on the arrival of the vessel on a charge of having absconded with ¥6,000 belonging to his employer, Mr. Nakamura, of London.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

KEIR HARDIE'S PROGRESS.

LEAVES SHANGHAI FOR INDIA.

[From Our Own Correspondent.]

Shanghai, 3rd Sept., 8.5 p.m.

Mr. Keir Hardie, leader of the Socialist wing of the Labour Party in the House of Commons, passed through en route to India.

SIR ROBERT HART.

AGAIN BENT ON RETIRING.

INTENDS TO VISIT ENGLAND TO RECOVERATE.

[From Our Own Correspondent.]

Shanghai, 3rd Sept., 8.5 p.m.

It is circumstantially reported that Sir Robert Hart, Inspector-General of the Imperial Maritime Customs, has finally decided to retire.

Sir Robert has been suffering from ill-health for some time, and intends to proceed to England to recuperate.

[N. C. D. News.]

Korea.

JAPAN'S FUTURE POLICY OUTLINED.

Tokio, August 30.

At the Council of Elder Statesmen and Ministers to-day the future policy with regard to Korea was discussed. The Cabinet Council was subsequently held to consider details.

It is reported that Marquis Ito proposed a Japanese subsidy to Korea of the amount, it is said, of 2,500,000 yen for several years, and also that a loan for public works should be issued. Korea's financial independence was, for the present, impossible. Any thought of Zollverein between Japan and Korea was impracticable so long as Korea's Treasury depended largely upon the proceeds of Customs. Marquis Ito's suggestions were not opposed. Japan is preparing various laws touching the future of Korea. The surrender of Korea's extraterritoriality is desirable upon the condition of a stable Japanese jurisdiction being introduced; but the rumoured American proposal to surrender extraterritoriality is premature.

ALLEGED INFRINGEMENT OF TRADE MARKS.

TEA MERCHANTS IN COURT.

Yeung Chik Sang, the master of the *Fuk Cheong* tea hong, of 8, Chung Ching Lane, appeared on remand before Mr. C. A. D. Melbourne, at the Police Court, last Tuesday, in answer to three indictments, as follows:—(1) That he on the 9th July, 1907, in December, 1906, and in January, 1907, did falsely apply or cause to be falsely applied a certain mark to certain packages of tea and bags for tea as to receive purchasers; (2) That he did so; or cause to be applied a trade description belonging to the complainant, to packages of tea; and (3) On the dates mentioned above unlawfully did dispose of a quantity of tea to which a forged trade-mark and trade description had been applied.

Mr. J. W. Looker, of Messrs. Deacon, Looker and Deacon, prosecuted. Mr. P. A. Harding appeared for the defence. He showed that the "Pencock" trade-mark belonged to the complainant firm, and was used solely for one kind of tea—the "Man Yee" brand. A *fok*, who was formerly employed by the defendant firm, spoke as to taking part in packing for the defendant firm tea, bearing the complainant's "Pencock" trade-mark. The evidence was that the defendant firm, he alleged, exported tea of inferior quality and was sold for ten and eleven taels per picul, while that of the complainant firm could only be purchased for between fourteen and fifteen taels per picul. The case was further adjourned.

COLLISION IN SHANGHAI.

LOSS OF LIFE.

A somewhat serious collision occurred on the river opposite the Public Gardens last night, resulting in the death of a couple of native boatmen and the sinking of a Chinese junk, reports the *Shanghai Mercury* of 2nd instant.

About 9.30 p.m. the tender *Alexandra* was bound up river on a strong tide, from the N. M. steamer *Manchuria*, with a number of passengers on board, and just after rounding the Pootung Point the collision with a junk heavily laden with bricks, that was anchored on the Pootung side of the river, with a loud resounding crash that was plainly heard in the Gardens and along the Bund. The junk which had a large gaping hole in her bows immediately filled, and sank in less than a minute time, going down bow foremost. The crew were left floundering in the water raised loud cries of distress and in a few moments time a number of sampans were on the scene picking up the struggling men and as possible, turned round and proceeding to the scene of the accident did all that was possible and also informed the river police of what had happened. When the collision occurred the *Alexandra* had all her lights burning and was on her proper course, while the junk was anchored in the fairway just ahead of another anchored junk, neither of which had any lights burning to denote their position. The night was dark and overcast, and it was impossible for any one on board the steamer to see the junk until almost on top of them and late to avert a collision. A number of passengers on board the *Alexandra* stated that Captain Olin was in no wise to blame, as the junk were not showing a single light and nothing was known until they were nearly thrown off their feet by the shock. When the junk sank, she carried over her mast raked the whole starboard side of the *Alexandra*, and all the anchor stanchions on that side were bent and tilted out of shape, while some other slight damage was also done to the tender. The junk is now lying sunk just clear of the fairway, and steps are being taken to remove her as soon as possible.

THE HONGKONG HOTEL COLLAPSE.

INQUIRY AT THE MAGISTRACY.

A. B. L. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z.

This afternoon at the Magistracy, Mr. F. A. Deacon presiding as Coroner, and a jury composed of Messrs. John D. Morrison, H. L. Mohle and F. E. McHugh, an inquiry was held touching the death of five Chinamen who were killed in the collapse of the old section of the Hongkong Hotel on the verandah.

Mr. G. E. Morrell, Crown Solicitor, of Messrs. Denney and Bowley, appeared for the Crown; Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, represented the Hongkong Hotel Co., Ltd.; Mr. M. J. D. Stephens watched the case for Messrs. Kuba and Konor; Mr. J. Perkins was present on behalf of the Public Works Department, and Inspector Smith for the police.

Mr. Morrell stated that the inquiry called for to-day was to determine the cause of the death of a number of Chinamen, who were killed in the collapse of the eastern wing of the Hongkong Hotel. Furthermore, the inquiry was called to find out what caused the collapse. When the evidence was heard, Mr. Morrell said, there were only two verdicts that the jury could arrive at: Death by misadventure or manslaughter. To bring in a verdict of manslaughter, he said, the jury must find evidence of gross negligence on the part of somebody. He did not think in this case they would find such evidence.

Dr. C. M. Heasley, in charge of the public mortuary, said that on August he examined the body of a Chinaman named Leung Wah lung. The cause of death, in his opinion, was sudden injuries.

The library, cooie of the Hotel, was on the first floor of the Hotel, Queen's Road side, on the afternoon of the collapse.

Mr. Morrell—You were in your room?—Yes. Was the deceased Leung Wah Lung with you?—Yes.

What happened?—At about 5.3 p.m. I happened to go into the verandah when I saw some dust and mortar which had fallen from one of the pillars—the third pillar—lying on the verandah.

And what did you do?—I said to a number of "boys" who were sitting in the verandah, "Run, there is going to be a collapse."

Did you see anything of Leung Wah Lung?—He had not time to run away.

What happened to him?—The collapse suddenly occurred and he was covered by the third pillar crack—I saw dust.

Mr. E. L. Shorne, chairman of the board of directors of the Hongkong Hotel, was called to the witness-box.

Mr. Morrell—Do you know the age of the east wing of the hotel?—Speaking from memory I think it is about 35 years old.

And the old part of the hotel?—I can't say from memory. I know it is very old—one of the original houses in the Colony.

The old building and the east wing were connected by bridges?—Yes.

With verandahs running alongside the old building and the east wing?—Yes.

One bridge, part of the eastern verandah, collapsed?—Yes.

Repairs were being put through in the hotel at the time?—Alterations were being made in the east wing and floor to the south of the collapsed portion.

Were you putting in a cement floor at the time of the collapse?—The cement floor had been put in.

Have you any arrangements with your architects as to examining the building periodically?—Previous to last year the Hotel Company had periodical examinations of the whole building made, but at no fixed date. Last year arrangements were made with the Company's architects for an annual inspection to be made.

Was the inspection made this year?—The inspection was practically completed before the collapse. The east wing had been examined and passed as being sound, but the architect's report had not yet been received at the time of the collapse.

Continuing, witness said that previous to the collapse some pillars on the east wing verandah had been partially reconstructed. Witness occasionally used to visit the work of alterations to satisfy himself that the shoring, as far as he could tell, was good. He was satisfied generally, that the shoring was properly done. The company never received any notices from the architects that the east wing was unsound or the verandah, along the old building unsafe. No notices were received from the Public Works Department, to that effect.

Mr. Guy Blood, a member of the firm of Messrs. Palmer and Turner, architects, said he acted as architect for the Hongkong Hotel Co., Ltd. Witness's firm did not build the east wing of the hotel. Previous to the collapse two pillars on the first floor were cut out and re-built. When they were being cut out, props, etc., were inserted in the walls above the pillars, and the pillars above were shored up.

Here witness drew a sketch of the shoring up of the pillars.

Pillars 8 and 9, he continued, were cut out half at a time, temporary support being placed against them to take the weight which had been borne by the half cut over.

Mr. Morrell—It is possible that the shoring did what it supposed to stop; that is to say that the shoring and props were in fact of the building against which it was placed caused movement in the building?—It is quite impossible.

His Worship—Quite impossible?

Witness—The shoring was not placed to stop.

Mr. Morrell—It is to stop a collapse?—Yes. The collapse started, in witness's opinion, by the giving away of pillar No. 4. He had examined that pillar at 3.30 p.m. on the day of the collapse and found it cracked. Success was stepped from the pillar for an examination.

The crack in the brickwork was larger than that in the stucco. It did not appear serious to witness, who gave instructions to have the pillar shored at once. Witness could not say if workmen had started shoring it up an hour before the collapse. He made inquiries, however, and learnt that the shoring had been begun.

Mr. Morrell—Was the crack in that pillar an old one?—Yes.

When did you make your annual inspection?—From April to the present day.

His Worship—It has not been completed?—No.

Mr. Morrell—Have you examined those pillars previous to the 3rd July?—Yes.

Are you prepared to say that there was no crack in No. 4 pillar then?—No, I saw no visible crack.

When you say you examined the pillars previously you only looked at them?—Yes. You never tested them?—No.

The crushing weight, per square inch, of pillars built of blue bricks and mortar, would be considerably less than a pillar made of blue bricks and concrete. Building pillars of blue bricks is illegal at the present day. The witness said that even if it was not illegal he would not use blue bricks in the construction of pillars.

At this stage the inquiry was adjourned.

INQUIRY CONTINUED.

The inquiry touching the death of the five Chinamen who were killed in the collapse of the eastern portion of the Hongkong Hotel, was continued at the Police Court, this afternoon.

Mr. Q. E. Morrell, Crown Solicitor, of Messrs. Denney and Bowley, appeared for the Crown; Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, represented the Hotel Company; Mr. M. J. D. Stephens watched proceedings for Messrs. Kuba and Konor; Inspector Smith attended on behalf of the police.

Mr. Guy Blood was recalled to the stand. He said that just previous to the collapse the hotel was fitted with electric lifts.

Mr. Morrell—Was there any vibration attached to the lifts?—Absolutely none.

And from the engine-room?—The engine-room was in the old part of the building.

In the middle of July last did you remove the main cross wall?—No.

Did you remove any other wall?—Yes. A partition wall at the back of the building was taken down.

Did the removal of that wall weaken the building to any extent?—No.

On the afternoon of the collapse what was being done?—They were shoring up.

Was anybody superintending the shoring?—Yes. I was, and an overseer.

Cross-examined by Mr. Looker: There were quite a number of buildings in the Colony supporting two stories. These have been in existence for between 20 to 40 years. In the old days of the Colony it was customary to build the first floor and walls, and pillars with blue brick.

Mr. Looker—Are there any Chinese houses in the Colony which have blue bricks carrying three stories?—Quite a number.

Does the quality of blue brick vary at all?—Yes.

What is the best quality of blue brick?—Better than red brick.

To what extent is it used in Hongkong?—To a very small extent.

Is it permissible under the Building Ordinance to erect walls and pillars with blue bricks?—Not if there is a story above it.

How long has that been the case?—Since 1902.

What do you mean last time when you said that the pillars were architecturally wrong?—I meant that they were wrong according to present-day standards.

By present-day standards do you refer to the standards of the Building Ordinance?—Yes.

Are many blue bricks existing in the Colony after being in use for many years?—Yes.

Have you examined the blue brick of the collapsed portion of the pillars?—Yes.

What quality are they?—Much better than the quality of blue bricks one sees nowadays.

Were the blue bricks of the debris loose or in blocks?—Paris came away loose, the majority came down in big blocks.

What was the crack that you saw in this pillar, what made you think it was an old crack?—It was a dry crack. There was dirt inside. And the edges were smoothed off.

Have you had much experience in forming an opinion as to crack in brickwork?—Yes.

Large or small?—Large.

You only met with them in the course of your duty?—Yes.

How old would you say this crack was?—I should say the crack was at least between one, two or three years old.

Was the work which was being carried out in the northern portion of the building in any way affecting it or other portion?—No.

Now, the main walls on the building still standing, are they composed of blue bricks?—Yes.

Would the shock of the collapse put a severe strain on the main walls?—Yes.

The game might have ended, perhaps, in a draw or single goal being scored against the Yacht Club, if the latter had only marked their better. Both teams, however, played a good game.

The teams were 1—2nd Coy. R. G. A. 1—Rodwell (goal), Donohue, Greenwood (full-backs), Ward (half-back), Bloomfield, Canter and Fleetwood (forwards).

R. H. K. V. C. 1—W. Whistart (goal), G. G. Frandlin, H. W. Lester (full-backs), E. Carpenter (half-back), F. Biden, P. Linton and Beattie (forwards).

This win for the R. G. A. means that they will have to meet the V. R. C. "A" team in the final and a very good game is sure to result, both teams being evenly matched, and it is hard to tell who will carry off the shield and medals this year. We understand that this match will have to be replayed in the course of a fortnight.

COMPETITION TABLE.

Played. Won. Lost. Drawn. Points.

V. R. C. "A" 7 6 0 1 19

2nd Coy. R. G. A. 6 5 0 1 16

Constitution V. C. 6 2 0 4 12

R. H. K. V. C. 7 4 0 3 12

R. G. A. 6 3 3 0 9

V. R. C. "B" 6 2 4 0 6

R. E. "B" 6 1 5 0 3

Middlesex "B" 6 1 5 0 3

Middlesex "A" 6 1 5 0 3

In the ordinary collapse the bricks came down in lumps?—Seventy five per cent. of the bricks come down separately.

Did you examine the beams that came down?—Yes, thoroughly.

Were they cut and eaten?—Yes. Less than nine per cent was eaten.

Was that a large percentage?—A small percentage.

At this stage the inquiry was adjourned until 2.15 p.m. on Monday next, the 9th inst.

HONGKONG WATER POLO SHIELD COMPETITION.

SEVENTH ROUND.

Three matches were arranged to take place last Friday afternoon at the V.R.C. but only two were played, viz—Middlesex "A" team vs. V.R.C. "B" team, and 8th Coy. Royal Garrison Artillery vs. Royal Hongkong Yacht Club. The Middlesex "B" team failed to put in an appearance to play the V.R.C. "A" team, and accordingly they forfeit 3 points. As usual a big gathering turned out, more particularly to witness the match between the Gunglers and the Yacht Club.

V.R.C. "B" vs. MIDDLESEX "A".

This match was a very one-sided game in favour of the V.R.C. team, although the Military team did their best. In the first spell the V.R.C. team scored 6 goals, and added another four to their credit in the second half. Result, 10 goals to nil for the V.R.C. "B" team.

In the second half the Middlesex goalkeeper, in trying to save a shot, got a cramp after being fouled by a player, being unable to play further, he had to leave the water. The goal was consequently undefended and Rosa, injudiciously availed of an opportunity and scored the tenth goal.

The teams were—

V.R.C. "B" 1—W. C. Grogg, L. de Breton, J. M. C. Lopez, J. W. Bain, A. J. V. Ribiero, C. A. Rodriguez and F. de Rosa.

Middlesex "A" 1—Rolf, Rice, Remant, Roberts, Stephenson, Goode and Miles.

8TH COY. R.O.A. vs. R.H.K.V.C.

This match was the one of the afternoon and created considerable interest. In fact, the spectators were so taken up with the game that, when it was about half through, a big number were nearly precipitated into the water, caused through their leaning too heavily against a scaffolding.

The Gunglers obtained possession of the ball as soon as play commenced, and in less than a minute Bloomfield passed the ball up to Canter who swam away from his man and registered the first goal for the R. G. A. After this both teams played exceptionally fast and a good many fouls were committed by both sides. Biden availed of a nice opportunity to score, but failed in the attempt, no doubt on account of being over-excited. Beattie soon after had a coup of tries which proved successful and just before the whistle blew for half time, Biden tried a hard shot which just missed the goal.

The Yacht Club men redoubled their efforts to equalize in the second half, but looked a bit fatigued. The Gunglers, however, looked fit and immediately after re-commencement of play, Ward tried a long shot which Whistart stopped but the ball went over the crossbar.

After a pass by Ward and being unmarked, he swam up to his opponent's goal and had little difficulty in netting the second goal. After this both teams had about an equal amount of tries which proved of no avail. Canter scored the third goal from a pass by Ward, whilst being unmarked, and the game ended in a well-fought victory for the R. G. A. by 3 goals to nil.

The game might have ended, perhaps, in a draw or single goal being scored against the Yacht Club, if the latter had only marked their better. Both teams, however, played a good game.

The teams were 1—2nd Coy. R. G. A. 1—Rodwell (goal), Donohue, Greenwood (full-backs), Ward (half-back), Bloomfield, Canter and Fleetwood (forwards).

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Middlesex "B" 6 1 5 0 3

Middlesex "A" 6 1 5 0 3

V. R. C. AQUATIC SPORTS.

H.M.S. "FLORA" IN DOCK.

FURTHER PARTICULARS OF THE MISHAP.

Official sources—both Naval and at the Dock—agree as can only be expected under the circumstances, perfectly satisfied over the accident which befell H.M.S. "Flora" on the night of Wednesday last. The gathering of further reliable details attending the unfortunate mishap has been no easy task, but the particulars which are now placed before our readers have been obtained from a source whose veracity there can be no reason to dispute.

When the "Flora" was making the harbour on Wednesday night on her return from Singapore, after entering Lyseum Pass, she was proceeding "dead slow." The watch on deck was keeping a sharp look-out for the red buoy marking the Dunmull Rock in Hungnam Bay, as by the aid of that mark the cruiser's course would be shaped for her buoy in the man-of-war anchorage. The haze hanging over the harbour at the time must have evidently obscured the red buoy from view from the deck of the cruiser, without any warning those on board, who were sleeping on the upper deck when a sloop with some Europeans on board came alongside. The Europeans were cursing and swearing.

His Worship—Did you recognise the voice?—No.

The noise that was created, went on the witness, aroused the third and fourth officers, who remained with the men.

His Worship—You knew then that the Europeans were part of your crew?—Yes.

The next thing witness heard was a loud noise on deck. He went to investigate and saw the second officer holding the second defendant—Riley. As soon as witness arrived on the scene the third officer called out that he was stabbed. Witness promptly seized the first defendant—Dean. When he heard that the third officer was bleeding from the chest, witness called to go down, who cleared forward and turned his attention to the wounded man. After he had bathed his wounds, witness ordered Dean to be placed in irons and "shackled up" to a derelict post. Before this was done, however, Dean was searched and a knife found on him.

His Worship—Was there any trace of blood on the knife?—No.

When witness examined it did the blade look as if any blood stains had been washed off?—It looked as if it had been rubbed.

Continuing, the captain said that Dean became very noisy after this, and used very bad language. He said that he would like to "do up" all the officers, and that if he had a gun it would give him great pleasure to shoot the fourth officer. His wounds having been temporarily attended to, the third officer was removed to his cabin, and witness and his officers went to the starboard side to arrest Riley. Witness found Riley standing in the middle of the room, dressed and ready to turn in. He held a razor in his hand, which he carefully placed on a table. Then he placed his foot on a step to get into his bunk. Witness got the man to dress himself again and he was placed in irons. Knockton, the third defendant, was found among a number of men in the No. 1 hold.

Half an hour later the police launch arrived. Witness examined the situation and the police officer left for the shore again for medical assistance. He returned at about five o'clock without any. Then the doctor of the "Siberia" was called. At six o'clock the injured officer was removed to hospital.

By His Worship—Were these men under the influence of liquor when they came aboard?—Dean and Riley were. I cannot speak as to the others.

By His Worship—Is there any further evidence against the three last defendants?—Inspector Kerr—No, your Worship. Only that they were in the crowd that came aboard in the sampans.

Then they had better be discharged, his Worship said.

Inspector Kerr had no objection, and Knockton, O'Brien and Clark were discharged.

Frederick Dunker, fourth officer, of the "Indravelli," spoke as to seeing a sampan coming alongside the ship at about one o'clock yesterday morning. When the passengers landed there was an argument about the fare. Witness went down the gangway to try to stop it, and he was struck by Dean. Then they went up the gangway and, meeting the third mate at the top of the gangway, Dean struck him, too. There was a general melee on deck and witness was struck again, by whom he could not say. Turning round the next minute he saw the third mate lying on the deck bleeding.

By His Worship—Did you see the third officer stabbed?—No.

What is the condition of the injured man?—Inspector Kerr handed to the Court a medical certificate showing that the third officer could not leave hospital for a week.

The hearing was then adjourned until Monday forenoon.

THE "INDRAVELLI" AFFRAY.

PRISONERS ON TRIAL.

As recorded in the last issue of the Hong Kong Telegraph, the five men—Thomas Dean, Charles Riley, Thomas Knockton, Walter O'Brien and William Clark—part of the crew of the steamer "Indravelli," who were arrested on board ship early yesterday morning on a charge of cutting and wounding the third officer—Mr. F. G. Thorne—were arraigned before Mr. F. J. Hazland, this morning at the Police Court. An additional charge, viz., assaulting Mr. F. J. Dunker, the fourth officer, was placed against Dean, the first accused.

The accused pleaded not guilty to the charges.

Stanley Cullington, master of the British ship "Indravelli," took the witness-stand. At about 1.15 o'clock yesterday morning, witness testified, he was sleeping on the upper deck when a sampan with some Europeans on board came alongside. The Europeans were cursing and swearing.

His Worship—Did you recognise the voice?—No.

The noise that was created, went on the witness, aroused the third and fourth officers, who remained with the men.

His Worship—You knew then that the Europeans were part of your crew?—Yes.

The next thing witness heard was a loud noise on deck. He went to investigate and saw the second officer holding the second defendant—Riley. As soon as witness arrived on the scene the third officer called out that he was stabbed. Witness promptly seized the first defendant—Dean. When he heard that the third officer was bleeding from the chest, witness called to go down, who cleared forward and turned his attention to the wounded man. After he had bathed his wounds, witness ordered Dean to be placed in irons and "shackled up" to a derelict post. Before this was done, however, Dean was searched and a knife found on him.

His Worship—Was there any trace of blood on the knife?—No.

When witness examined it did the blade look as if any blood stains had been washed off?—It looked as if it had been rubbed.

Continuing, the captain said that Dean became very noisy after this, and used very bad language. He said that he would like to "do up" all the officers, and that if he had a gun it would give him great pleasure to shoot the fourth officer. His wounds having been temporarily attended to, the third officer was removed to his cabin, and witness and his officers went to the starboard side to arrest Riley. Witness found Riley standing in the middle of the room, dressed and ready to turn in. He held a razor in his hand, which he carefully placed on a table. Then he placed his foot on a step to get into his bunk. Witness got the man to dress himself again and he was placed in irons. Knockton, the third defendant, was found among a number of men in the No. 1 hold.

Half an hour later the police launch arrived. Witness examined the situation and the police officer left for the shore again for medical assistance. He returned at about five o'clock without any. Then the doctor of the "Siberia" was called. At six o'clock the injured officer was removed to hospital.

By His Worship—Were these men under the influence of liquor when they came aboard?—Dean and Riley were. I cannot speak as to the others.

By His Worship—Is there any further evidence against the three last defendants?—Inspector Kerr—No, your Worship. Only that they were in the crowd that came aboard in the sampans.

Then they had better be discharged, his Worship said.

Inspector Kerr had no objection, and Knockton, O'Brien and Clark were discharged.

Frederick Dunker, fourth officer, of the "Indravelli," spoke as to seeing a sampan coming alongside the ship at about one o'clock yesterday morning. When the passengers landed there was an argument about the fare. Witness went down the gangway to try to stop it, and he was struck by Dean. Then they went up the gangway and, meeting the third mate at the top of the gangway, Dean struck him, too. There was a general melee on deck and witness was struck again, by whom he could not say. Turning round the next minute he saw the third mate lying on the deck bleeding.

By His Worship—Did you see the third officer stabbed?—No.

What is the condition of the injured man?—Inspector Kerr handed to the Court a medical certificate showing that the third officer could not leave hospital for a week.

The hearing was then adjourned until Monday forenoon.

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SATURDAY'S GYMKHANA.

A SUCCESSFUL MEETING.

Taking everything into consideration, last Saturday's meeting of the Hong Kong Gymkhana Club—the fourth of the season—proved a distinct success from every point of view. The weather, which looked gloomy during the earlier part of the day, brightened up somewhat in the afternoon, and by the time the first saddling bell was rung Old Sol was smiling in all his glory, while a slight breeze fanned the course.

Taking advantage of the favourable conditions of the weather, a large number of turf enthusiasts journeyed to the race course. From the early start of the afternoon, the track was a delightful change and at least half an hour before the hour fixed for the first race crowds of men and women had assembled in the grandstands, others preferring to promenade in the compound. His Excellency the Governor, Sir Frederick Lugard, who was accompanied by Lady Lugard and his A.D.C.'s, arrived shortly after the first race had been decided. The Band of the National Anthem, and the Gymkhana Club's National Anthem, were then played. Mr. C. H. Ross, the Judge, welcomed the gubernatorial party to the course, and later they were conducted to the stand.

On the whole the racing was good, the handicapping, thanks to Major Parker, being faultless, and the finishes exciting. The track was in fine condition, though a trifle holding, the result of the morning's shower. The times, with the exception of the Challenge Cup, were considered slow. The first race brought forth a comfortable lot of five runners, and the winner, while a number dropped on Manchurian Chief, on the off-chance. Coxcomb did the running as far as "Calvaire," when Blue Nile drew up level, Manchurian Chief dropping behind at every stride. When the first two mentioned ponies entered the straight it was evident that a hard fight was in progress. But as they got nearer and nearer the winning post it was seen that Blue Nile and his able rider were not to be defeated—on this occasion, at least.

The Ladies' Nomination Event—the Costume Race—was a very successful one. It was a very interesting race, and the winner, Miss W. J. Daniel's, was a very good one. The race was a very good one, and the winner, Miss W. J. Daniel's, was a very good one.

A very interesting event was the usual for the Tent Pegging Cup. There was a large entry, but only a few of the competitors managed to raise the peg, the remainder failing to do so. The race was a very good one, and the winner, Miss W. J. Daniel's, was a very good one.

The last race produced the biggest field of the day, and also the best ponies. Blue Nile apparently went out to keep the pace for his stable companion—Astral—who won after a severe struggle with Coxcomb.

1.4 p.m.—THREE QUARTERS OF A MILE FLAT RACE—Handicap—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented, and 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. C. Master's Astral, 156 lbs (Owner) 1
Mr. G. K. Bruton's Kingston, 149 lbs (Owner) 2

Mr. E. A. Hankey's Off Chance, 147 lbs (Owner) 3
Mr. Robert's Velocity, 139 lbs (Owner) 3
Mr. A. Morley's Southdown, 137 lbs (Owner) 3

After one false start, the field got away fairly evenly. Kingston took up the rail position and led, the bunch trailing, but a few yards in the rear. As the ponies were coming round the bend Velocity shied and bolted up the embankment near the Football Club's dressing shed. Kingston continued to lead as far as "Calvaire," when Astral shot away from the bunch and challenged him. The way to the village was now clear, and the winner, Southdown, who was out distanced, bunched again. At this juncture things got exciting. When the ponies entered the home run Astral took inside position, Kingston and Off Chance coming up strong behind. However, the lead Astral had secured after entering the straight could not be contested and he ran home victorious by about five lengths, Kingston running up second scarcely half a length from Off Chance.

Time—1.37.5.
Dividend—\$7.70.
Sweeps—1st \$390.60; 2nd \$111.60; 3rd \$55.80.

4.30 p.m.—GYMKHANA CLUB CHALLENGE CUP—Distance one mile. For all China ponies. Catch weights allowed 5 lb. Winner of an open race or open griffin race 5 lb. extra. Non-winning subscription griffin allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent races for the cup, but in the event of a pony carrying the penalty not winning 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds.

At the conclusion of the season a cup will be presented by Commodore R. F. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

Mr. G. C. C. Master's Blue Nile, 154 lbs (Owner) 1
Mr. Dryadun's Coxcomb, 161 lbs (Dunnes) 2
Mr. E. Kadourie's Manchurian Chief, 143 lbs (Clarke) 3

Coxcomb and Blue Nile started out heavily backed, the fancy, however, being on the former pony. The "offchancers" laid on the outsider—Manchurian Chief. When the flag fell Coxcomb took the lead, Manchurian Chief following close behind. The latter was a very good one, and the winner, Blue Nile, was a very good one.

Time—2.00.
Dividend—\$9.40.
Sweeps—1st \$378; 2nd \$108; 3rd \$54.

THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

ANNUAL GENERAL MEETING.

The annual general meeting of the members of the "Shell" Transport and Trading Company, Limited, was held on 29th July, at Winchester House, Old Broad Street, E.C. Sir Marcus Samuel, Bart. (the chairman), presided. The secretary (Mr. E. A. Smith-Rewie) read the notice convening the meeting and the auditors report.

The Chairman said that the present report was of particular interest, as it was the last time in which the figures would be submitted in that form. Including the balance brought forward, the net profit amounted to £567,501. There had been placed to the provision of depreciation of steamships and installations £100,528, and paid the final loss arising from the liquidation of the European oil business, £14,797. Their anticipations of a greatly improved return for their products were justified. Had it not been for the agreement under which the dividend for 1906 was limited to 5 per cent, the earnings would have enabled them to enable them to pay 10 per cent, since after making provision of £70,000 to enable them to place the steamers and installations in the condition called for by the agreement with the Royal Dutch Company, they were enabled to carry forward £174,370, as against £85,355 last year. The reason why so large a sum as £70,000 was necessary as a provision for subsequent equipment of installations and steamers was that at Rotterdam by reason of the requirements of the Port Trust for the enlargement of the harbour, the whole of the "Shell" Company's installations had to be removed to Sewer. They had hoped that the entire cost of this removal would have been repaid by the Port Trust, but they were disappointed, and would have to find a sum of no less than £15,000 in this connection. Large expenditure had also been incurred in connection with the Yokohama installation, while the typhoon in Hongkong was the cause of very heavy loss to the company. Certain of the steamers were overdue for survey, and the repairs necessitated by wear and tear had to be made good, so that the £70,000 was easily accounted for.

He could not refrain from mentioning the very serious trouble to which they had been exposed, in common with every other firm throughout the country, by the action of the Income-tax Commissioners. In such a meeting it was surely appropriate to call attention to the very grave jeopardy to capital in the United Kingdom if the intolerable action of those responsible for the levying of Income-tax was not checked. Shareholders knew that most unfairly, the company had to pay Income-tax upon the cost, amounting to £9,109, of insuring preference shares, but a more monstrous claim had since been made. They raised certain claims in Australia for the purpose of erecting installations there. The interest was payable in Australia, and they deducted from the Income-tax which they had to pay there. The Income-tax Commissioners claimed that the company was wrongfully deducted this, and that the company were entitled to debit their creditors resident in Australia with the Income-tax. Such a dictum, carried to its length, must drive capital from the country. Another action taken by the Commissioners of the Income-tax was so grossly unjust that companies within his own knowledge were deliberately removing the registration from England with a view to avoiding the gross wrong done to their employees and members of their staff by a new reading which the Income-tax Commissioners were attempting to set up. They claimed that a return of all employees made by these employees made their income abroad, and did not visit England for years, and that they, too, were liable to Income-tax. The reason he put this prominently before the meeting was that, although the company only received a specified sum as dividend on the Netherlands Indische shares, the Income-tax Commissioners claimed that the company was liable for the amount which that company had set aside for reserve, and they also arrogated the right of investigating the amount which this Dutch company had put aside for depreciation.

6.05 p.m.—WELTER RACE—Half a mile. For all China pony hacks passed as such by the committee of the Gymkhana Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 12st. 7lb. Riders to stand not less than 7lb. in ordinary riding breeches, boots, gaiters and shirts. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrance fee \$5. 1st prize: A Cup presented by 2nd prize: \$25.

Mr. Rolston's Minnoch, 175 lbs (Owner) 1
Mr. W. J. Daniel's Maas, 175 lbs (Owner) 2
Messrs. Goldring and Reed's Wildman, 202 lbs (Morrell) 3
Highland Comet, 195 lbs (Hill) 4

From the outset Minnoch, the hot favourite, took the lead, and ran home winner, the others following in the order given above.

Time—1.06.35.
Dividend—\$8.50.
Sweeps—1st \$444.15; 2nd \$125.90; 3rd \$63.45.

7.05 p.m.—ONE MILE AND A QUARTER FLAT RACE—Handicap—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by Mr. Boller, and 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. C. Master's Astral, 149 lbs (Owner) 1
Mr. Dryadun's Coxcomb, 161 lbs (Dunnes) 2
Mr. G. C. Master's Blue Nile, 156 lbs (Owner) 3

Mr. E. Kadourie's Manchurian Chief, 143 lbs (Clarke) 4
Mr. Britton's Septima, 149 lbs (Owner) 5
Mr. F. H. May's Highland Heister, 145 lbs (Owner) 6
Mr. Robert's Velocity, 135 lbs (Owner) 7

The light was just fading away, as this mob was sent away. Passing the Stand, Velocity had command, but he was soon ousted by Coxcomb, who, with Blue Nile and Astral, led the van. Coxcomb, who was well ridden, led, followed closely by Blue Nile, until a few yards from home, when the Nile "shied" and bolted. Astral, who was a very good one, took second place honours, the great Blue Nile remaining content in third place.

Time—2.47.35.
Dividend—\$11.70.
Sweeps—1st \$350.10; 2nd \$102.60; 3rd \$51.30.

WANCHAI FISH DEALERS IN TROUBLE.

ALLEGED ASSAULT IN THE MARKET.

Four pork dealers, carrying on business in the Wanchai Market, may, perhaps, have to stand trial for manslaughter in the course of a few days. Last Monday, at the Police Court, there were arraigned before Mr. F. A. Hazland, J., assaulting a street hawker by name Wai Sum. The hawker is now lying in the Government Civil Hospital in a critical condition and no hopes are entertained of his recovery.

The facts of the case, though meagre, are to the effect that some time yesterday morning the hawker went to the pork dealers' stall and ordered a catty of pork. Scales, which had been used by the police two days previously, were produced, and the meat weighed and handed to the hawker. The latter in turn produced scales of his own, and found after weighing the pork for some time that it was five mace short in weight. Some words were exchanged and the hawker left the market. What transpired after this is not altogether clear, but it is said the hawker returned to the pork dealers' stall in a short while. One account is to the effect that the hawker was seized, during which the hawker quarrelled with them and handed over to the police on a charge of disorderly behaviour. The other account has it that during the quarrel with the pork dealers the hawker pulled out a knife and started slashing his chest, thinking that by so doing he would get the pork dealers into trouble. However that may be, the hawker was locked up in a cell at No. 4 Police Station on the complaint of the pork dealers. Bail was produced for him shortly after noon and he was released.

That evening, at about six o'clock, he was removed to hospital suffering, it was said, from a ruptured spleen. Shortly after admittance the hawker sank lower and lower until it was found necessary to operate on him. In his deposition, which Mr. Hazland took, the hawker accused the pork dealers of assaulting him. He followed the arrest of the quarrelling hawker, who was identified by the hawker's wife, who it was reported, witnessed the alleged assault, and the other by the hawker himself.

Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the accused. He asked for the adjournment of the case and bail.

Mr. Hazland: I cannot allow bail. The man is in a serious condition, and a charge of manslaughter may have to be placed against him, as at present, they could find remunerative markets for the other products left when the petrol trade was removed from the crude. There was room for a very large and rapid increase of the petrol trade before any alteration could

take place in these conditions. In fact, supply of petrol was so ample that, in order to endeavour to encourage its consumption, as also to meet competition, they had been obliged to reduce their prices to some extent, and, so far as he could see, there was not the remotest danger of any failure of petrol supplies, even if the most sanguine hopes as to the increase of the motor industry should be amply fulfilled.

ALCOHOL V. PETROL.

To those gentlemen who advocated the use of alcohol as a substitute for petrol, the history of the trade in Germany would prove instructive. In Germany there was a very heavy duty on petrol, so that the consumer had to pay a much higher price than in this country, and consequently very great efforts were made to employ substitutes that could be produced in the country and so be free of duty. When motorcars were first started in Berlin, they were ordered by the authorities to use nothing but alcohol, but it was found that the cars could not be run on this spirit, and consequently they were ordered to use a certain quantity of petrol to start the car. This attempt by the authorities to force the cars to use alcohol, has now been definitely abandoned, with the result that all motor vehicles in Berlin run entirely on petrol, in spite of the heavy duty. Although alcohol and other substitutes might prove an excellent "bogy," which, it attempted to frighten the producers of petrol, they did not entertain the smallest misgiving that this spirit could ever become a competitor to their petrol, for the simple reason that it did not inherently contain those qualities essential for the running of motor vehicles.

PETROL IN FRANCE.

It was surely the very irony of fate that France—to whose genius the development of the motor-car owed so much—should be precluded from the enormous advantage of the use of "Shell" spirit, owing to its having to pay a prohibitive duty in France, through an oversight in the treaties concluded with that country by the Dutch Government, which, in favour of the use of kerosene, they were assured that if the Indian Government was prepared to make some concession on French goods imported into India, this right would be granted.

THE PROSPECTS.

It will be necessarily many months before we shall have the pleasure of meeting our shareholders again, the Chairman concluded, and you may desire to know what are the prospects for the current year. With regard to dividends, at the rate of profit per annum, the rate of this month, and without pledging myself in any way (since it will be obvious to you that only seven months of the current year have expired), but subject to the maintenance of production in the fields, and to the prevalent condition of the markets, I believe an intelligent anticipation of events will show that we shall have the great pleasure of distributing the second interim dividend on 31st August, at a rate exceeding that of the first dividend, and making the higher dividend ever yet paid by this company. I have much pleasure in moving the adoption of the report. (Cheers.)

Mr. A. V. D. Best, seconded, and the resolution was carried unanimously.

THE COMPANY'S SPLENDID POSITION.

Sir J. Fortescue Flannery said he was sure they had all been exceedingly interested in the lucid statement of the chairman, and he would like to say a word of congratulation to themselves upon the splendid position to which they had attained. He was one of the oldest shareholders—he was an agent of the firm of Hear, Hear, and he had watched the company from its very beginning. He ventured to say that the company had never before been in so satisfactory and promising a position. Since the last meeting a change had taken place in the management arrangements, and he considered it was very fortunate indeed for the shareholders that those who had had to negotiate that change had been shareholders of the "Shell" spirit, rather than merely managers of the firm of Sir Marcus Samuel and Company. It had been very fortunate that the firm of Sir Marcus Samuel and Company had been so ready to resign the profitable position of managers in the interests of the shareholders generally. (Hear, hear.) They had heard from the chairman how the change had come about, and they perfectly understood the position. In the balance sheet there was an item of £25,000 for management, and the chairman had told them in his speech that item would in future largely disappear—that was to say, that the cost of management in future would fall, not upon the "Shell" Transport Company only, but upon the combine, and that the combine or central board would control the wells, transport and distribution. The change in the management arrangements, though saving the cost of management, involved an increase in the size of the board, and necessarily some increase in the directors. This increase was merely a transfer of a portion of the savings of management. Therefore he had the greatest pleasure in moving "That the remuneration of the directors of the 'Shell' Transport and Trading Company, Limited, be increased to £6,000 per annum, as and from January 1, 1907." (Hear, hear.)

Mr. Courbrough seconded the motion, which was at once carried.

On the motion of the Chairman, the retiring directors, Messrs. R. Rickmers, B. Samuel and W. F. Mitchell, were re-elected.

The election of Mr. W. H. A. Defending, Dr. A. J. Cohen Stuart, and Mr. W. H. Samuel as directors of the company having been confirmed.

On the motion of Mr. Goats, seconded by Mr. Serens, the auditors, Messrs. Turquand, Youngs and Co., were re-appointed.

THANKS TO THE SHAREHOLDERS.

Mr. E. Pembroke: I am sure you will all agree with me that our best thanks are due to the chairman and board, not only for all the work and labour and anxiety they have had since the formation of the company. They have carried us through well. (Hear, hear.) I do not know of any board which has so many able men upon it, and I think their triumphs is that they have carried through in such a successful way this amalgamation. (Hear, hear.) It must have been a very heavy, serious, and difficult task. I hope the shareholders will be as advantageous to the Dutch Company as it is to the "Shell" Company. I have no doubt that both companies will prosper, and that when we meet again we shall find ourselves in a still better position than we are in to-day. I have pleasure in proposing a vote of thanks to the chairman and to every member of the board.

Sir William Blisset, seconded, said he was the original shareholder, and had watched the fortunes of the company with great interest. He especially admired the courage and ability with which its affairs had been conducted. (Hear, hear.)

The vote of thanks having been unanimously recorded.

The Chairman suitably acknowledged the compliment, and the proceedings terminated.

H.M.S. "FLORA" IN DOCK.

FURTHER PARTICULARS OF THE MISHAP.

Official sources—both Naval and at the Dock—agree as can only be expected under the circumstances, perfectly satisfied over the accident which befell H.M.S. "Flora" on the night of Wednesday last. The gathering of further reliable details attending the unfortunate mishap has been no easy task, but the particulars which are now placed before our readers have been obtained from a source whose veracity there can be no reason to dispute.

When the "Flora" was making the harbour on Wednesday night on her return from Singapore, after entering Lyseum Pass, she was proceeding "dead slow." The watch on deck was keeping a sharp look-out for the red buoy marking the Dunmull Rock in Hungnam Bay, as by the aid of that mark the cruiser's course would be shaped for her buoy in the man-of-war anchorage. The haze hanging over the harbour at the time must have evidently obscured the red buoy from view from the deck of the cruiser, without any warning those on board, who were sleeping on the upper deck when a sloop with some Europeans on board came alongside. The Europeans were cursing and swearing.

His Worship—Did you recognise the voice?—No.

The noise that was created, went on the witness, aroused the third and fourth officers, who remained with the men.

His Worship—You knew then that the Europeans were part of your crew?—Yes.

The next thing witness heard was a loud noise on deck. He went to investigate and saw the second officer holding the second defendant—Riley. As soon as witness arrived on the scene the third officer called out that he was stabbed. Witness promptly seized the first defendant—Dean. When he heard that the third officer was bleeding from the chest, witness called to go down, who cleared forward and turned his attention to the wounded man. After he had bathed his wounds, witness ordered Dean to be placed in irons and "shackled up" to a derelict post. Before this was done, however, Dean was searched and a knife found on him.

His Worship—Was there any trace of blood on the knife?—No.

When witness examined it did the blade look as if any blood stains had been washed off?—It looked as if it had been rubbed.

Continuing, the captain said that Dean became very noisy after this, and used very bad language. He said that he would like to "do up" all the officers, and that if he had a gun it would give him great pleasure to shoot the fourth officer. His wounds having been temporarily attended to, the third officer was removed to his cabin, and witness and his officers went to the starboard side to arrest Riley. Witness found Riley standing in the middle of the room, dressed and ready to turn in. He held a razor in his hand, which he carefully placed on a table. Then he placed his foot on a step to get into his bunk. Witness got the man to dress himself again and he was placed in irons. Knockton, the third defendant, was found among a number of men in the No. 1 hold.

Half an hour later the police launch arrived. Witness examined the situation and the police officer left for the shore again for medical assistance. He returned at about five o'clock without any. Then the doctor of the "Siberia" was called. At six o'clock the injured officer was removed to hospital.

By His Worship—Were these men under the influence of liquor when they came aboard?—Dean and Riley were. I cannot speak as to the others.

By His Worship—Is there any further evidence against the three last defendants?—Inspector Kerr—No, your Worship. Only that they were in the crowd that came aboard in the sampans.

Then they had better be discharged, his Worship said.

Inspector Kerr had no objection, and Knockton, O'Brien and Clark were discharged.

Frederick Dunker, fourth officer, of the "Indravelli," spoke as to seeing a sampan coming alongside the ship at about one o'clock yesterday morning. When the passengers landed there was an argument about the fare. Witness went down the gangway to try to stop it, and he was struck by Dean. Then they went up the gangway and, meeting the third mate at the top of the gangway, Dean struck him, too. There was a general melee on deck and witness was struck again, by whom he could not say. Turning round the next minute

HARBOR RACE

for the universal collection, the

Boatmen for the swimming race across the Bay Bridge close on the Friday night, the 14th inst. Up to the present the following have been entered:—Private Read (Middlesex Regiment), Blaine (Quarry Bay), A. R. Ellis (V.R.O.), Messers Anderson and Vernon (Royaumont), Whittell and J. Howell (H.M.S. *Bellerophon*), and several others have signified their intention of competing.

The starting point will be at the Police Pier, and the winning crew will finish at the Praya Buoy, the winning time will be about 15 minutes. The Murray Pier and the V.R.C. Start at 7 p.m. sharp, on the 14th inst.

The distance is about 100 yards less than last year's course, *i.e.* approximately 1,500 yards as against 1,750 yards, from the Police Pier to Blake Pier.

THE "WIK" DISASTER.

DETAILS FROM THE SCENE OF THE WRECK.

The following interesting particulars appeared in the *Japan Gazette* concerning the wreck of the *Wik*, the message being dated Matsuyama, 18th, August 18th:

The disaster that befell the German steamer *Wik* off Izu Province on the 15th instant has been the subject of your correspondent to its seaside. The following are the interesting particulars which will throw some light on the tragedy.

On the 15th inst. Leaving Hiramata by the express train, I stayed overnight at Izu Umamari, whence one of the Tokyo-Bay S. S. Co.'s small boats was expected to be dispatched to the steamer, *via* intermediate "ports" (seashore village or towns), at 5 o'clock next morning. But the boat actually weighed anchor about two hours later than expected owing to the loading of a comparatively large quantity of goods. The boat was, however, fortunately a new-comer on this line, being larger and swifter than those hitherto in service. The old steamer was recently summoned to Tokyo to undergo regular official examination, Steamship along the picturesque coast with the Izu Peninsula range on the portside as against the deep sea of Sagami-Nada on starboard, the boat arrived at my destination shortly before 11 o'clock, "light" "ports." Upon our arrival here another steamer, "Tokyo," was seen in the distance, full of passengers. To my disappointment no other steamer or passengers were afterwards found to be there.

The crew of the *Wik*, the Captain and 27 others excepting the First Mate (representing the Captain) and the Fourth Engineer, who are awaiting instructions from the steamship company concerned while watching the wreck, the departing members of the crew shouted "Hip, Hip, Hurrah" three times when the liner was told to bid *Sayonara* to the wreck of the *Wik*, and to bid her good-bye. They were all seen off with sympathy by local people who assembled along the seashore.

Meanwhile our sampan was pulled ashore and immediately took up my headquarters at the inn just vacated by the German seamen. It is situated on the seaside facing the wreck, and my first question put before the inn-keeper was as to the interpreter, who first met the German upon their landing at the old-style pier. He seemed to be unable to supply the answer, saying that the *Wik* had been bestraying at this inn for some time, and that the German was properly acted as an interpreter, otherwise the steamer would have been unable to communicate the disaster to the land.

Having had an interview with the inn-keeper, myself and on behalf of the inn-keeper, I was not a student but a Sub-Lieutenant, I.M.N. The officer, Sub-Lieut. Tsubokawa, had been enjoying a vacation owing to his indisposition.

Respecting the account of the Lieutenant's noble action (ill later on, your correspondent would retell the description of the first aboard the *Wik*, being a collection of reports from reliable sources, in gathering which he was unfortunately successful in spite of the departure of the bulk of the crew. As already reported the *Wik* broke out about 6 p.m. on the 15th August at Mikomotojima (Rock Island), Izu Province, in consequence of an explosion on the boiler in hatch No. 4. At that time the steamer was raging and fanned the flames, so that the unfortunate *Wik* met both the storm and the accident. The crew did their best to extinguish the first but all the pumps got out of order and the seamen were obliged to pound water into the hatch by means of buckets. In such circumstances the fire steadily spread and the crew found it impossible to remain on board. In consequence of the explosion the boiler was killed and broken up, and the *Wik* was a young German, Oker-Storch, 18 years of age, and his body is missing. Another version says his remains may be recovered in the wreck. The steamer had four life-boats but they were also blown up in the explosion. Life-buoys were mainly were available. Six Chinese were the first to escape and were rescued by a fishing boat. The rest of the crew were also saved by boat. The floating boats were brought to Matsuyama. At 6 p.m. on the 16th in tow of three steam launches, which had been taking shelter at a neighbouring booby port. It was detained at a point about 700 metres from the shore by means of a cable, the depth of water being about five fathoms. The first steamer was brought there by the Japanese and a 4th and 5th were also towed. While the local police and fire-brigades were attending assistance on board or near the burning vessel throughout the night, two or three explosions took place in succession in the portside was broken at a section near the stern while some plates on the starboard were also blown off. The policemen and

the explosion was much more severe than that of the explosion of a mine.

It was reported to "Kobe" by the Japanese Consul, told by Lieutenant Kabe. Pieces of information were thrown about, some reaching the shore, some to the towns of Matsuzaki and the neighbouring villages. The villages were considerably shaken, and people fled from their houses. Boats and frames in the houses fell down and broke in a chemist's shop. The people on the shelves, Japanese and foreigners, then assembled on the quay and in various directions to witness the occurrence of the explosion. It was not seen before. The town was crowded with spectators from neighbouring villages on the 16th and 17th in greater numbers than at any time of the annual festival in the locality. The cause of the fire is not yet announced. It is believed to have been an explosion of chemicals among the cargo. A rumour says that the fire was caused by friction of the catches on account of the twisting of the latches. The cargo of the ship was mostly consisted of paper, iron and sugar, and most chemicals.

P. & O. STEAMER "ASHOKA."

S.S. "PAPA" AGROUND OFF KOWLOON POINT.

(th inst.)

Within the past week the harbour of Victoria, on the Kowloon side, has been the scene of two maritime accidents. H.M.S. "Papa" grounded at Hung Hom Bay on the night of Wednesday last, and today the steamer "Papa" of the Peninsular and Oriental Steam Navigation Co., ran on a sand bank off Kowloon Point right opposite the Kowloon Godowns as she was making for the wharf this afternoon.

The "Papa" arrived from Europe via Singapore. She entered the harbour about one o'clock, and, as stated, was making for the wharf at Kowloon when she struck the sand bank, at about the hour of lowest water, to-day, shortly after 1.30 p.m.

The Dock Company was at once communicated with for assistance in the way of sending the "Papa" to pull the "Papa" off. The tide was due to set in again at 2 p.m. and would be at its maximum height by 9 o'clock to-night. However, instead of waiting to a late hour for the purpose of towing off the "Papa," the "Edith" was told off to stand by the "Papa" boat almost as soon as the Dock Co. was applied to for assistance. When our representative arrived at the scene of the accident about 3 p.m., a tow-line had already been made fast to the stern of the "Papa," and the "Edith" meanwhile steaming full speed ahead in order to dislodge the keel of the liner from the sand bank. To aid the tow-boat the "Papa" was also working her engines. In order that an idea may be obtained of the shallowness of the water at this particular spot of the harbour it may be pointed out that the propeller of the "Papa" had churned the yellow mud of the bay for a length of a couple of hundred yards, stretching across from in front of the "Star" Ferry Co.'s temporary wharves to well past the permanent structure now in course of completion. Shortly after 5 p.m. the "Papa" was got off and proceeded to the wharf under her own steam.

Fortunately the steamer has not been damaged. She carries a full cargo of heavy steel material and is loaded right almost to Plimsoll mark, when seen in the harbour this afternoon.

The "Papa" was built in 1903, by Clarke & Co., Ltd., of Belfast. She is of 7,635 gross and 4,916 net tonnage. She belongs to the "Intermediate" class of P. & O. steamers.

COUNTERFEIT COIN TRICK.

A NEWCOMER AT THE GAME.

Another trick, which is becoming quite as common as the banknote ruse, is well known in Hongkong, and which is not being practised in Hongkong by a number of vagabonds. It is known as the "counterfeit coin trick." The way the trick is worked is for a man to enter a shop, make a purchase, receive his change—special care is taken to tender a certain sum so as to ensure the return of change—and the man starts to leave the premises. Arriving at the door of the shop he remembers that there is a premium on his bill and consequently he demands it from the shopkeeper. Needless to say the shopkeeper refuses. The coolie returns the change and the goods purchased, to the shopkeeper, receives his original bill and departs. Soon after his departure the shopkeeper discovers that half the money returned him by the coolie is composed of counterfeit coins.

A case of this sort occurred at Yau-mai last Tuesday morning. A coolie named Su Tai Tsau went to a tobacconist's shop at 171, Station Street, Mongkok, and purchased ten cents' worth of cigarettes, tendering a British silver dollar in payment. Su Tai Tsau took his change and left the shop. He returned a minute later and informed the shopkeeper that he wanted ten cents' premium on the dollar he tendered. He was told it could not be done. Some words were exchanged and the coolie demanded his dollar back, placing the cigarettes on the counter, with the ninety cents change. The shopkeeper returned him his dollar. But before the coolie could leave, the shopkeeper found among the money three counterfeit twenty-cent pieces. The coolie was arrested and taken to the Yau-mai Police Station, where, curiously enough, three good twenty-cent pieces were found on him besides the dollar—all he had in the world.

At the Police Court, on Wednesday, Su Tai Tsau was charged before Mr. C. A. D. McElbourne with using counterfeit coins. He pleaded not guilty, but the evidence heard completely won a net around him.

Inspector McHardy, who prosecuted, said that in case his Worship had decided to convict he would call for a heavy penalty, as this trick was getting too frequent in his district.

His Worship—How long have you been in Hongkong?

Accused—I arrived here from Canton yesterday.

What did you come down for?—To meet classmates.

Where did you get that British dollar?—In Tung Kuo.

In Tung Kuo? There are very few of these dollars in the Colony. Did you come all the way from Tung Kuo to change the dollar in Hongkong?—No, I brought the dollar here and went to get it changed yesterday and got arrested.

His Worship passed sentence of three weeks' hard labour and four hours' stocks.

A COOL THIEF.

A somewhat crude though sufficiently impudent attempt to rob a till in the Hongkong and Shanghai Bank was made last week by a Chinese, reports the N. C. D. News. It appears that a Portuguese clerk was sent from the foreign department, where a short-notice withdrawal, to the Comptroller's department, with an order for \$500 in silver. The clerk, who was the only Chinese who had evidently been watching his opportunity, slipped in through the window door, seated himself on the shelf stool, pocketed fifty dollars lying on the desk and then proceeded to examine the nearest till in which he discovered a roll of notes amounting to \$3,000. Evidently with an idea of disarming any suspicion which might be felt by the remaining eleven clerks who were seated in the apartment and were apparently oblivious of the irregular proceedings occurring beside them, the thief calmly began to sort the roll of notes and transfer them singly to his pockets. While he was engaged at this lucrative pastime, a coolie, employee of the Bank, approached the desk to speak to the clerk; the strange face almost caused him to withdraw, but the unusual activity of the pseudo-shroff convinced him that something was wrong and the alarm was given. After the money he had laid hands on had been extracted from the clerk's pockets, he was hailed off to the Central Police Station where he was charged with having stolen the sum of \$500. The accused refused to give any information concerning himself beyond the fact that he is a resident of Pootung.

THE "TARTAR" STOWAWAY CASE.

DATE FOR OPENING OF TRIAL FIXED.

31st ult.

The fourteen stowaways, who were found on board the C. P. R. liner "Tartar" while on her last voyage to Vancouver and who were brought back to Hongkong, arrived here on the 31st instant, as reported recently in these columns, together with the ship's boatwain, three firemen and another seaman, who were arrested for aiding and abetting the stowaways, were arraigned on remand before Mr. P. A. Hazland, this forenoon. The case was called on to order that a day might be fixed for the trial. When the case was last before the Court all the stowaways pleaded guilty. But from what transpired this morning we learn that it is the intention of the solicitors recently engaged by the stowaways to alter their plea.

Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the prosecution. Six of the stowaways are represented by Messrs. Hastings and Hastings, while Mr. P. W. Goldring, of Messrs. Goldring and Barlow, Mr. C. D. Thomson and Mr. R. A. Harding appeared for the remainder.

Mr. Bailey wanted the case to be opened to-day, but owing to the "Indravall" case, reported in another column, his Worship said that was not possible as the ship sailed on Monday and it was necessary that the evidence of the captain and the fourth officer should be taken. When his Worship had entered the names of the different solicitors on the depositions he turned to Mr. Goldring and informed him that the stowaways had already pleaded guilty to the charge.

Mr. Goldring—I propose to amend that plea, your Worship.

The opening of the case was then fixed for Tuesday afternoon next.

TRIAL OPENED.

The trial of the fourteen stowaways who were found on board the C. P. R. liner "Tartar" while on her last voyage to Vancouver and who were brought back to Hongkong, arriving here on the 31st ult., together with the ship's boatwain, three firemen and another seaman, who were arrested for aiding and abetting the stowaways, was opened before Mr. P. A. Hazland, last Tuesday afternoon, at the Police Court.

Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the prosecution. Six of the stowaways were represented by Mr. Edgar Davidson, of Messrs. Hastings and Hastings. Mr. R. A. Harding defended three. Mr. P. W. Goldring appeared for one; whilst Mr. O. D. Thomson and Mr. H. K. Holmes appeared for three of the aiders and abettors.

His Worship—You must alter your plea!

Mr. Goldring—Yes, your Worship.

Mr. Davidson—I also want to alter my clients' plea. They pleaded guilty before.

His Worship—On what grounds?—On the ground that they did not understand the charge.

That is not sufficient, but I will consider the application. (To Mr. Goldring): What are your grounds for wishing to change your plea?

—My client is only a boy, your Worship, only fifteen years old.

His Worship—One of the aiders and abettors, who was not defended, was taken first.

Mr. Bailey, addressing the Court, said that since the Chinese Emigration Ordinance was passed in Canada, the Canadian Pacific Railway Company, had been put to considerable trouble and expense to prevent Chinese from stowing away on board their ships. But in spite of all this stowaways were still being found concealed in their boats, with the crew's assistance. In the event of Chinese landing in Canada, Mr. Bailey said, the Company would be fined \$1,000 per head and in addition would have to pay the \$500 toll tax. In this case, the Court was reminded, fourteen stowaways were found on board the "Tartar." Then again there was the inconvenience of disinfecting the vessel at the other end; in case of disease. The "Tartar" left Hongkong on 19th June and a search was made prior to her leaving when four stowaways were found. On arrival at Yokohama, the ship was again searched, not only by the ship's officers, but by six Japanese policemen, and not a man was found. On reaching Vancouver the stowaways were found in the lower fore peak, the coal bunkers and in the hold.

Cheng Kong, one of the stowaways, was then called to the witness-stand. He said that he was a farmer. Some time in May last he was brought down to Hongkong from the interior by two men and taken to Yokohama. There he was taken to the board of the "Tartar."

Witness—Explain how you got on board.

Witness—I went aboard in a boat. Then I was taken down to the hold.

His Worship—Who supplied you with rice during the voyage?

Witness—The defendant.

His Worship—Tell the defendant that I have convicted him.

The case against the other aiders and abettors part of the ship's crew—clients of Thomson and Mr. Holmes, was then called on.

His Worship—What are you going to prove in this case?

Mr. Bailey—I am going to prove that the first defendant—the boatwain—took four men on board at Hongkong and fed them until Yokohama was reached. I shall prove in the second defendant's case that ten stowaways were found in his bunker by the ship's officials at Vancouver. In the case of the third defendant—the ship's carpenter—that he removed a panel from the side of the hold and replaced it when the stowaways had been concealed. I shall prove that the fourth defendant is the purveyor; that he had sole charge of the keys to the pantry.

Captain Davis, master of the "Tartar," was next examined. He had been captain of the ship since 1905.

By Mr. Bailey—On every voyage, captain, is your ship searched?—Yes.

On the 19th June before leaving Hongkong did you cause the ship to be searched?—Yes.

Did you find any stowaways?—No.

Witness, proceeding, said that he arrived at Vancouver on 13th July. Two days later the Customs officers went aboard the vessel and a search was made. All the crew was mustered on deck. Fourteen stowaways were found, three in the lower fore peak, ten in No. 1 bunk and the other in the hold. Here witness was handed a plan of the "Tartar" to point out the places where the stowaways were found.

Mr. Bailey—Captain, is it possible for stowaways to get on board your ship and conceal themselves without the knowledge of the crew?

—No.

Mr. Holmes—That is a question for your Worship to ask.

His Worship—Yes.

DECISION RESERVED.

Further evidence was taken by Mr. F. A. Hazland, at the Police Court, last Wednesday forenoon, in the "Tartar" stowaway case, in which fourteen farmers are being charged with stowing away on board the ship, and five of the crew—the carpenter, the boatwain, two firemen and the purveyor—with aiding and abetting the stowaways.

Mr. H. G. C. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the prosecution.

Six of the stowaways were represented by Mr. Edgar Davidson, of Messrs. Hastings and Hastings. Mr. R. A. Harding defended three. Mr. P. W. Goldring appeared for one; whilst Mr. O. D. Thomson and Mr. H. K. Holmes appeared for three of the aiders and abettors.

When the case was started Mr. Thomson said that he also wished to withdraw the plea of guilty, his client entered and pleaded not guilty on his behalf.

His Worship—I will hear arguments on that question.

The case against the seven stowaways, clients of Mr. Davidson and Mr. Thomson, was taken first, the remainder having already pleaded guilty to the charge.

Mr. Davis, chief officer of the "Tartar," said that on 15th July—the date the vessel arrived at Vancouver—he made a search and found the defendants, who were concealed in different parts of the ship. The ship was not under charge.

Mr. Davidson submitted that there was no intention on the part of his clients to obtain a passage without permission as on their arrival at Vancouver the passage had been completed.

His Worship—Do you mean that a man found on board ship after the dropping of the anchor cannot be convicted?—No.

Proceeding, Mr. Davidson maintained that the Ordinance did not cover the case. If it did, he said, it was possible for a man arriving in Hongkong to be charged with stowing away on board a vessel seven years later at some other part of the world. He asked for the discharge of the accused.

Mr. Thomson observed that in order to secure a conviction the stowaways must be found on board a vessel in the harbour and "intent to defraud" must be proved. He stated that in this case there was no intention to obtain a passage to Vancouver without permission, for, with the arrival of the "Tartar" at that port, the passage had ended, and these proceedings should have been instituted at Vancouver.

His Worship—If I leave out the word "intent" can I convict?

Mr. Thomson—You will have to alter the wording of the Ordinance.

Concluding, Mr. Thomson said that the Ordinance as it read at the present moment only applied to stowaways found on a vessel in the harbour, or those arriving in the Colony from other ports.

Mr. Bailey contended that his Worship had full power to deal with the stowaways, and he would ask for a severe penalty. Coming to the argument of the counsel for the defence, Mr. Bailey held that if a man was found on board a ship, without a passage ticket, the intention to obtain that passage was there, and the passage had not been completed. Until the passengers had landed, or the cargo discharged, the passage was not completed.

His Worship said he would give his decision in the case on Saturday.

A DISTINGUISHED VISITOR.

BRITISH M. P. IN HONGKONG.

The Honourable Ernest Villiers, senior liberal member of Parliament for Brighton, arrived in Hongkong by the N. Y. K. S. S. "Yamato Maru" yesterday morning.

He is a son of the late Lord Villiers, and arrived from Australia via Manila en route for Japan.

The Honourable Mr. Villiers is a son of the late Lord Villiers, late vicar of Croft, Yorkshire, his mother being a sister of the first Lord Amherst of Hackney. He married in 1898 Elaine Guest, the daughter of Lord Wimborne.

The Villiers family is one of the prominent ones in Great Britain. Villiers is the family name of the Earl of Clarendon. One of the Villiers family is A. D. C. to the King.

VICKEROYS AND PROVINCIAL GOVERNORS.

IMPERIAL DECREE.

An Imperial decree dated 24th ult. reads:—Decree stating that a memorial has been received from Hsi Liang, Viceroy of the Yunnan provinces, complaining of the backwardness and confusion in reforms previously ordered by Imperial decree, such as army reorganization and schools of modern learning, in the instruction of officials and in the financial department in his viceroyalty, caused by the incapacity of his predecessor, Ting Chia-to.

Now this is most reprehensible on the part of the last named Viceroy, who has lamentably failed in the confidence placed upon him by the Throne. Although the Ting Chia-to is now retired, his incapacity does not excuse him from blame, and he is, therefore, hereby handed to the Ministry concerned for the determination of the severest penalties. Hsi Liang is further commanded to use his best efforts to save the situation and restore prosperity to the region under him. Under the difficult crisis through which the country is now passing it should be the clear duty of the Viceroy and Governors of provinces to exert themselves to the best of their several abilities to assist the Throne in restoring the country to better conditions and let it be understood once for all that the Emperor will not tolerate for a moment any laziness or lack of zeal amongst the high officials of the Empire, who will be vigorously dealt with without mercy. Those who have shown energy and ability in their high and important duties will be rewarded and commended.

Under this last list are Yuan Shih-kai, Viceroy of Chihli; Tuan Fung, Viceroy of Szechwan; and Liang Shao-chi, Secretary of the Chih-tung, Viceroy of Hukang. They have used the men and the materials at their hands well and successfully, and they have shown that they have put forth their whole hearts in accomplishing the Government reforms expected of them. The three Viceroys, therefore, deserve the warmest appreciation and recognition from the Throne for their services. Let them continue to labour in their efforts, and let all they do be for the advantage of those above them and the benefit of all under them. Let them lay the foundation for a wealthy and a strong Empire, for that is what their Majesties look forward to at their hands.—N. C. D. News.

THE OPIUM QUESTION.

In the course of the debate on Foreign Affairs, Mr. Rees said that not long since an edict was issued by the Chinese Government regarding the suppression of the opium traffic. Whether or not that edict was to be seriously taken he did not know, but if it was there was a matter of 3,500,000 or 4,000,000 of revenue involved for India, and he would like to know how the Indian Government was to be recouped for this loss on opium cultivation. He was not opposing the suppression, but he spoke in the interests of the Indian Government and the opium trade.

The trade in opium between India and China was a tenth of the whole consumption, and if we were to take the action suggested, let it be made clear that we did not wish the natives of India to pay for the relief of consciences in this country. (Cheers.) Let it be known what was to be done by Persia, French Indo-China, and the Dutch Government, who also supply opium. This matter had not received the attention it deserved; it had received notice in the high tide of humanitarianism, which was to sweep away the opium trade.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LTD.

ANNUAL REPORT.

The report for presentation to shareholders at the tenth ordinary meeting to be held at the offices of the general managers on Saturday, 14th inst., at 12.30 p.m., is as follows:—

The general managers beg to submit a statement of accounts covering the period from 1st August, 1906, to 31st July, 1907.

The balance at credit of profit and loss account (including \$21,600.48 brought forward from last year) is \$26,769.68, to which it is proposed to add the sum of \$20,000 from equalization of dividend fund, making a total of \$46,769.68, to be appropriated as follows:—

To pay a dividend of 5% for the year.....\$2,338.50

To carry forward to credit of next year's account.....14,366.68

\$26,769.68

CONSULTING COMMITTEE.

Sir C. P. Chater, C.M.G., and Mr. A. G. Wood retire, but being eligible offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. Frank Maitland in the absence of Mr. W. Hutton Pitt, who offers himself for re-election.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 31st August, 1907.

BALANCE SHEET, 31ST JULY, 1907.

Liabilities.

Capital account.....\$1,250,000.00

Sundry creditors.....613,477.27

Unclaimed dividends.....3,546.70

Equalization of dividend fund.....110,000.00

Profit and loss account.....26,769.68

\$2,003,813.75

Assets.

Property—comprising land, buildings and machinery.....\$1,303,507.93

Furniture.....2,688.53

Sundry debtors.....67,537.30

Cash.....2,274.98

Cotton, Value of Stock.....67,615.35

Yarn.....308,824.00

Waste.....2,398.75

Mill stores.....51,352.51

Coal.....3,814.50

Fire insurance and taxes pertaining to period after 31st July, 1907.....1,910.18

Advances against Yarn.....191,500.00

\$2,003,813.75

PROFIT AND LOSS ACCOUNT.

Dr.

To Remuneration to General Managers, 10% on balance of Working Account.....\$ 925.24

To Remuneration to Consulting Committee.....3,000.00

To Auditor's Fee.....750.00

\$4,675.24

To Balance.....\$2,003,813.75

\$2,008,489.99

Cr.

By balance from last year.....\$21,600.48

By Gain on Working.....9,252.44

By Transfer Fees.....31.00

\$30,883.92

THE SPY SCARE.

STRANGE PROCEEDINGS IN TOKYO.

A Tokyo dispatch states that Mr. Urakami Tamakichi, Army Lieutenant on the reserve list, was summoned on Tuesday morning by the Tokyo Gendarmery Office, and was examined for two hours. He was ordered to proceed to the Procurator's Office in the Tokyo Court on the following day. It is stated that during the war he was attached with the headquarters of the Osaka Army Division at the front, as an aide de camp to the Commander.

In recognition of his services, he has been decorated with the sixth class of the Order of the Rising Sun and the 5th class of the Order of the Golden Kite. He was constantly visiting a Russian army officer at the Chuo Hotel in Tokyo, and was giving information to him on the Japanese Army—Regulations for training soldiers, receiving visits in return for his service. After the murder of the man Mayeda, who was regarded as a Russian spy, Lieutenant Urakami disappeared from Tokyo, and the gendarmery authorities had been searching for him. He had been for a trip to Katase, and on his return on Monday evening was apprehended.—Japan Chronicle.

REMOVING CHINESE GRAVES.

An unusual and one might say interesting sight, says the Singapore Free Press, bearing in mind the circumstances, can only be seen at the foot of Tanjong Pagar Road at Kreta Ayer, where in pursuance of the resolution recently passed in Legislative Council the graves of departed Chinese are now being opened up and the remains of ancestors removed to other sites.

The scene is not altogether void of pathetic and is one which again brings to the fore the respect the average Chinaman has for his ancestors.

Some of the graves are being opened in the presence of many friends—both male and female, well-dressed and evidently of the upper classes, whilst the pathetic may be seen in other cases where two young coolies with a solitary broken "changko" between them take it in turns to turn over the sods to reveal all that remains of their departed. The same contrast is perhaps even more in evidence in the means of transport to the future resting place of the remains. On Sunday morning in a journey up South Bridge Road many were passed. Here would come the remains of an old "owkay" carried under a canopy and covered with much silk of fine texture and accompanied by many friends of friends and more music; perhaps the next procession would consist of three coolies, two of whom would be carrying the remains done up in an old "gunnie" slung on a carrying-pole, whilst the third precedes the procession with a few sprigs of bamboo in either hand and perhaps a red rag fastened to one, piping away on an old tin whistle.

The community undoubtedly owes a debt of gratitude to those friends of the departed who have without trouble or bickering risen to the occasion and removed these remains in order that the hill may be emptied into the Harbour wharves for protective works. The thanks of the Council are probably due to the Chinese Advisory Board and for having used their tact in influencing the persons interested to act as they have done, especially when one bears in mind the natural antipathy the Chinaman has to any interference with ancestral resting places.

As at present planned out the construction of all the Harbour and Dock Works will practically entail the levelling of all ground between Tanjong Pagar and the River.

JUDGE WILFREY AND THE AMERICAN BAR.

LAWYER CURTIS FINED.

In the United States Court for China on 26th ult., Judge L. R. Wilfrey delivered judgment in the contempt of Court proceedings against G. F. Curtis and H. A. C. Emery. The judgment was as follows:—

Respondent H. A. C. Emery is here charged with contempt of Court in this, that he disregarded and disobeyed an order of this Court directing him to appear before it and give an account of his administration of his father's estate, of which he was executor.

Respondent George F. Curtis is here charged with contempt of Court in this, that after having knowledge of the rule of the Court relating to the admission of attorneys to its Bar, and after failing and refusing to comply with the requirements of said rule though given an opportunity to do so, he, in violation of said rule, appeared in Court as counsel for respondent Emery in the matter of the settlement of his father's estate.

The record in this case discloses the following facts: On the twenty-fourth day of July, 1907, this Court issued a citation to respondent G. F. Curtis, a resident of Chicago, directing him to appear before this Court on Monday, the twelfth day of August, 1907, for the purpose of producing all of the documents and other evidence requisite for showing and proving his acts as executor of the will of his father, David A. Emery, and for the purpose of showing the assets and liabilities of said estate, and for giving such other information as might be necessary for completely settling his administration of said estate. The citation was served by Consul-General Fowler upon said Emery in due course, whereupon said Emery came to Shanghai, arriving here on the afternoon of August twelfth. On August sixteenth respondent Curtis undertook to appear in this Court for said Emery and the Court refused to hear him because he was not a member of the Bar of the Court, never having complied with the rule of the Court relating to the admission of attorneys to its Bar.

On the twenty-first day of August the Court issued a citation to said Emery, which, after showing that he had been cited to appear before the Court on the twelfth day of August and having failed and neglected to appear in accordance with the citation and having failed to furnish the Court with any good reason for so doing, directed him to appear on the following day, August twenty-second, to show cause, if any he had, why he should not be punished for contempt.

The record also shows that respondent George F. Curtis appeared in Court on August twenty-first, and again undertook to represent Emery. On August twenty-second, respondent Emery appeared in Court and gave his testimony in response to the above mentioned citation, at the conclusion of which the Court directed the Clerk to issue a citation to respondent Curtis requiring him to appear on the following morning at ten o'clock to show cause why he should not be punished for contempt of Court by reason of his having attempted to appear in Court in the capacity of an attorney in violation of the rule and order of the Court relating to the admission of attorneys to its Bar. Respondent Curtis, who was in Court, immediately rose and stated that he had been present in Court and heard respondent Emery's testimony and that he was ready to appear and explain his conduct in connection with the case, and waived service of citation. He was then sworn and made a full statement in regard to his conduct in this matter.

The evidence of Mr. Emery shows that on the third day after his arrival in Shanghai he

FLOODS IN JAPAN.

THE BRITISH AMBASSADOR'S VILLA FLOODED.

[N. C. D. News.]

Tokio, August 25.

The continuousness of the rains is without precedent in the last fifty years. Enormous damage has been done in Tokio and the nine adjacent Prefectures, including Nikko and Hakone. Tokio is practically isolated and provisions are running short.

At Nikko, where the foreign Ambassadors and Ministers are staying, the villa of Sir Claude Macdonald, the British Ambassador, has been inundated, and His Excellency has been obliged to move.

Tokio, August 27.

The rains continue and inundations are now reported in Kyoto, Osaka and other places in the West.

RAILWAY TRAFFIC RESUMED.

Tokio, August 28.

The Tokio-Yokohama Railway, and others, have now resumed running. Troops are assisting in the work of relief in the northern outskirts of Tokio and at Fukushima (Tamba Province).

At the latter place the fatalities exceed 800, while the number of people rescued by the troops amounted to 10,000.

COMMERCIAL.

YARN MARKET.

In their report dated 4th instant, Messrs. Phillips & Co. write:—

Our last circular was dated the 23rd ult. Anticipations at the close of last mail of some demand at steady rates, have not been realized. We have during the past fortnight experienced a slackening market, the tone being further weakened by the fluctuations in exchange, the impatience of importers to realize, and poor clearances. As to the last named contributory factor in producing lower prices, the explanation is found in the fact that private advices from the interior report distress among the inhabitants of certain districts brought about by crop failure. Conditions appear to be bad enough when the Provincial authorities have been urgently applied to for relief consignments of cheap rice to appease the hunger of the people who are said to be in state of partial starvation. The Kwangchow Prefect still maintains the benevolent policy of a systematic disposal of the staple commodity at cheap prices. While this measure is still in operation it cannot be said that the recuperative powers of the native in the consuming districts are fully restored. Purchases of yarn will, therefore, be restricted to immediate requirements only.

Business resumed during the period under review has been small in volume and restricted to a few selected threads only, at prices which show a decline of \$1 to \$3 per bale on last mail's quotations.

Japan is relaxing no effort in her self-imposed contest for a supremacy of the trade in China. An interesting event in the development of trade between this country and her insular neighbours is the formation of the China Cotton Exporters' Guild in Shanghai. The *North China Daily News*, which chronicles this latest Sino-Japanese confederacy, explains that the Guild, which consists of merchants exporting their cotton to Japan, and apparently chiefly of Japanese nationality, has been established, to quote its opening provisions, "to promote the common interests of the cotton exporters who ship their cargo to Japan while doing its best in driving the inferior cotton containing much water out of the market." For this purpose, the Guild is to be in accordance with the provisions approved by the Japan Cotton Spinners' Association, is established at Shanghai in connection with the Guild, at which all regular, as well as secondary, members of the latter are bound to have their raw cotton tested, when they export it to Japan. The rules of the organization are carefully and comprehensively drawn up, and a guarantee fund is exacted in advance of Shanghai Tls. 500 for each regular member, and Shanghai Tls. 200 for each secondary member. At the first general meeting the following officers were elected:—Chairman, Mr. M. Fujise (Mitsui); Committee, Messrs. K. Ogawara (Mitsui), T. Handa (Handa), S. Miyamoto (Naigai), G. Okada (Taia & Co.); Manager, Mr. A. Yamazaki (Yeiho & Co.).

No. 201.—A moderate business transpired in selected threads at a decline of \$1 to \$2 per bale. No. 161.—Not much in favour; special favourite chops fetched last mail's prices. No. 121.—Demand from the consuming district has fallen off and through over-anxiety of holders to realise prices declined \$1 to \$2 per bale without leading to any important business. No. 101.—Cheap rates induced some business, and sales are reported of selected spinnings at a decline of \$1 to \$3 per bale. No. 81.—Remains neglected. No. 61.—Sales of only one chop are reported. The market closes weak.

Sales:—25 bales of No. 61, 2,750 bales of No. 101, 25 bales of No. 121, 200 bales of No. 161, 750 bales of No. 201; in all 3,975 bales. Arrivals:—Per steamers *Namsang, Kamsang, and Gregory* (from Calcutta), *Socotra, Ichin, and Delta* (from Bombay) of about 13,000 bales.

Unsold Stock:—About 53,000 bales. Uncleared Stock:—About 220 bales. Exchange:—We quote to-day as follows:—
India T.T. at 166 per cent.
Demand 166
London T.T. at 166
Demand 166
Shanghai T.T. at 166
Demand 166
Silver 37 1/2 per oz.

Writing under same date, Messrs. Cawajee, Pallahee & Co. report:—

Since the issue of our last report on the 23rd ultimo, per *N. C. D. News*, the market in our market has been pronounced. Demand has entirely subsided, and the business effected during the interval has been very small and confined to actual requirements, prices showing a decline of \$1 to \$2 per bale. Latterly, owing to the steadiness in exchange dealers have entirely ceased buying, while on the other hand importers are not inclined to yield to any further concession in price having in view the steady condition of the Bombay market. We close dull and drooping.

No. 61.—Trifling business at 52 1/2 decline in rate.

No. 81.—Continue neglected.

No. 101.—Small sales in favourite well-known spinnings at a decline of \$1 to \$2 per bale.

No. 121.—Trifling inquiry for desirable chops at the above decline in price.

No. 161.—Very difficult to move, only three or four (ticks) in special request.

No. 201.—Values have declined \$1 to \$2 per bale, at which there is but very small inquiry. Sales during the past fortnight comprised of about 50 bales of No. 61, 1,250 bales of No. 101, 405 bales of No. 121, 95 bales of No. 161, and 455 bales of No. 201; in all about 2,355 bales. Arrivals per steamers *Namsang, Socotra,*

Kamsang, G. Astar, Ichin, and Delta amount to about 12,500 bales. Shipments to Shanghai and Northern Ports of about 5,000 bales. The unsold stock is estimated at about 41,000 bales. Local Mills:—No business is reported. Japanese Yarn:—Sales reported are 100 bales of No. 161, at \$118 to \$122, and 150 bales of No. 201, at \$126 to \$126 1/2.

Exchange:—We quote on India to-day at Rs. 166 1/2. London at 2 1/2 per cent.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2 1/2
Do. demand 2 1/2 1/2
Do. 4 months sight 2 1/2 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 166 1/2
Do. demand 166 1/2
Shanghai Bank T.T. 166 1/2
Japan—Bank T.T. 166 1/2
Java—Bank T.T. 166 1/2

Buying.
4 months sight L/C 1 1/2 1/2
6 months sight L/C 1 1/2 1/2
30 days sight San Francisco & New York 9 1/2
4 months sight do 9 1/2
30 days sight Sydney and Melbourne 2 1/2 1/2
4 months sight France 2 1/2 1/2
6 months sight do 2 1/2 1/2
4 months sight Germany 2 1/2 1/2
Par Silver 37 1/2
Bank of England rate 4 1/2
Bank of France 4 1/2
Sovereign 58 9/16

LOCAL AND GENERAL.

SHANGHAI has been declared an infected port.

The coronation of the Korean Emperor took place at Seoul on 27th ult.

GOVERNMENT proposes to convert a portion of the old Western Market into a public latrine.

THE officers of the Korean army, numbering 580, have been relieved of their commissions.

THE Rev. A. D. L. Ennis, Chaplain at Chelsea Barracks, is to be appointed to Hongkong.

TENDERS are invited for the erection of cattle depots, &c., and slaughter-house at Ma Tau Kok.

THE appointment of Lieutenant A. G. Hamilton to the *Tamar*, receiving ship at Hongkong, has been cancelled.

THE Tainan Sugar Manufacturing Company of Formosa has decided to increase its capital from Y250,000 to Y2,000,000.

LIEUTENANT J. F. Sloane-Stanley arrived from En. land per *s.s. Manila* on 2nd instant, on posting to 3rd Middlesex Regiment for duty.

THE marriage is announced of Senator J. M. T. Valder, formerly Portuguese Consul-General at Shanghai, to Mlle. Leonie Fiere, daughter of a former Belgian Consul at that port.

AN interim dividend of twenty-five per cent upon the capital in respect of the 1906 crop, payable on the 10th inst., has been declared by the Shanghai-Sumatra Tobacco Co., Ltd.

DANGIER, alias Vilin, assistant Postmaster at the Khabarovsk Post Office, who absconded with Rls. 100,000 has been arrested near Tokio at the instance of the Russian authorities.

A PEKING dispatch states that there is every prospect of Prince Pu Lun being chosen Heir Apparent, upon the arrival of Viceroy Yuan Shih-kai and Chang Chih-tung in Peking.

THE German detachment, at Shanhaikuan, has been entirely withdrawn and Viceroy Yuan Shih-kai has deputed Taitai Li Tin-hsin, of the Peking Military Secretariat, to take over the place vacated.

THE Russian gun-boat *Dijidoff*, which has been lying for months at the bottom of the Western harbour of Port Arthur, has at last been raised. The Russian vessel left for Nagasaki last week, towed by the *Yoriotomaru*.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the hospitals:—

Hon. Mr. F. H. May, C.M.G. \$10
L. Gibbs

VICEROY Chang Chih-tung has written to the Waiwupu protesting against the "interference" of Sir John Jordan in relation to the proposed Government monopoly for the sale of prepared opium, and urges that the Central Government "stand firm" on its rights and start the scheme without reference to outside opinion.

RETURN of visitors to the City Hall Library and Museum for the week ending the 1st September, 1907:—

Library Museum
Non-Chinese 365 143
Chinese 158 1,696

Total 523 1,839

THE *N. C. D. News* of 2nd inst. says:—Yesterday at the Municipal Electricity Works was started on a trial what is believed to be the first steam turbine in China used for the generation of electricity. The turbine runs at a speed of 1,500 revolutions per minute and develops 1,355 horse power. It was built by Messrs Parsons & Co., of Newcastle-on-Tyne.

THE Japanese Government revenue from the forests of the country is rapidly increasing. The revenue from this source for last year is estimated at Y4,700,000, and actual receipts showed an increase of Y100,000 above the estimate. The estimate for the present year is Y7,200,000, and the actual receipts so far promise to show an increase of about Y200,000 above that figure for the whole year. It is considered that the estimate for next year may be put at Y10,000,000, and a recent meeting of the Directors of District Forest Offices decided to make that the official figure.

A CHINESE correspondent of the *China Times* of Tientsin gives a shocking description of a veritable plague spot in the French Concession and adjoining the Japanese Concession where, as he points out, the Tientsin cholera outbreak has been most marked. Spurred to action by the epidemic the French authorities have cleared away great heaps of filthy rubbish on certain vacant ground in their Concession where coolies gather daily to take their meals, and the surrounding hovels and poor tenements are liable still to harbour infection, their roofs and walls reeking with filth. Unless these premises are destroyed, he adds, further sickness will take place. He says that people living in the British, German and French Concessions take little notice of this central plague-spot because they seldom enter this district, but they should not forget that nearly all their Chinese employees pass that way.

MR. R. H. Crofton has been appointed to act as Assistant Colonial Secretary and Clerk of Councils, during the absence, on leave of Mr. A. G. M. Fletcher, with effect from the 24th ultimo.

WE are informed that it is proposed to hold a Robert Morrison Centenary meeting in the City Hall on the 10th September at 7.30 p.m. It is believed that His Excellency Sir Francis Lugard will preside.

THE Chinese Engineering & Mining Co., Ltd. announces that the total output of the Company's three mines for the week ending August 17, 1907, amounted to 22,047.17 tons, and the sales during the same period to 19,356.52 tons.

SECOND Lieutenant L. F. Sloane-Stanley, Middlesex Regiment, having been transferred from the 4th Battalion, Londonderry, to the 3rd Battalion, Hongkong, has been removed at his own request from the list of candidates for appointment to the Army Service Corps.

LIEUTENANT and Quartermaster G. A. Benson, Royal Army Medical Corps, Carraigh, has been ordered to embark for Tientsin, North China, early in October, and Lieutenant and Quartermaster J. Glenan, of the same department, Belfast, has been similarly ordered to Hongkong.

THE wedding took place on 28th ult. at Shing-hai of Mr. Charles J. Head, of the Shanghai Hongkong Wharf Co., Ltd., to Miss A. Chatham, daughter of the late Mr. John Chatham. Both bride and bride-groom have long been residents of Shanghai and were the recipients of hearty congratulations from innumerable friends.

THE officer commanding the 4th Battalion Middlesex Regiment has received orders to prepare a draft of 154 non-commissioned officers and men to join the 3rd Battalion, Hongkong. This draft will embark on the *s.s. Sicilia*, at Southampton about October 31 next for conveyance, along with other drafts, to the Far East.

IN regard to the question of redeeming the Yunnan Railway from the French syndicate concerned, H.E. Liu Shih-shun, Chinese Minister at Paris, has now informed the Waiwupu that the French Government is not willing to entertain the idea, until, at least, after the completion of all the lines which had been agreed upon.

AT the instance of Constable G. Bird the masters of eight cargo boats were charged before the Magistrate's Court last Monday with lying alongside the steamship *Albatros*, on Saturday, in such a way that free access to the Northern fairway was blocked. The accused had nothing to say and had to pay \$10 each for their misbehaviour.

SIGNOR C. Baroli, Italian Minister at Peking, has been decorated by their Imperial Majesty, with the Star of the Double Dragon, in recognition of his Excellency's efforts in promoting friendly relations between China and Italy. The *N. C. D. News* understands that the Italian Minister is about to return home on a well-earned furlough.

LAST Sunday morning, a young Chinaman was found by the police lying in Des Voeux Road in an unconscious condition. He died on the way to the Government Civil Hospital. The cause of death is not known. The theory advanced, however, is heart failure. Deceased was later identified as Leung Lam, an umbrella mender, of First Street, West Point.

MARQUIS SAIONJI, the Japanese Prime Minister, has issued instructions to his Ministers to effect that, now that friendship is fast being re-established between Russia and Japan and the Agreement has been concluded, the people should endeavour not to entertain any misconceptions, but to comply with the spirit of the Agreement. This step presumably has been taken in view of the recent stories of Russian spies in Japan.

WHEN the name of G. Douglas Morrison was called at the Magistrate's Court last Monday afternoon, immediately opposite the back of the City Hall, on an unconscious condition. He died on the way to the Government Civil Hospital. The cause of death is not known. The theory advanced, however, is heart failure. Deceased was later identified as Leung Lam, an umbrella mender, of First Street, West Point.

SINCE the assassination of Mayeda by a Japanese under the belief that the former acted as a spy for Russia, some Japanese in Tokyo have begun to view with suspicious eyes those Russians who formerly associated with the deceased, and a certain person sent a menacing letter to a Russian. This latter naturally began to feel that his life was unsafe, and applied to the Russian Minister, Tokyo, to ask the Japanese Government for adequate protection. The Russian Minister on the 10th ult. unofficially approached the Japanese Minister for Foreign Affairs on the subject.

IF FO YIN, a milk coolie, employed by the Dairy Farm Co., Ltd., this morning (5th inst.) forfeited \$5 at the Police Court, through his negligence. He was charged with driving a cart and causing injury to a young girl, residing at No. 10, New Street. Accused had charge of the company's milk cart and was returning to the town depot. Somewhere in Hollywood Road he lost control of the cart which broke away, and a girl was knocked down, the wheel of the cart passing over her foot. She was sent to hospital for treatment. She was able to appear in Court to-day and she was compensated for the injury done to her foot.

THE narrow escape which the *Southern Star* of the Ferry service had from a collision with a Naval Yacht launch in the morning of the 28th ult. was related to Commander Basil R. H. Taylor, R.N., in the Marine Magistrate's Court last Monday. Mr. E. Bruce Shepherd said he was setting off on the *Southern Star* when he noticed the Naval Yacht launch *O. C. 49* overtaking them, evidently trying to cross the bows of the ferry boat. When a collision seemed imminent the *Southern Star* was stopped and the Naval Yacht launch managed to scrape past. The Magistrate suspended the certificate of the Master, Tang Kan, of the launch for one month, and ordered him to appear for examination as to his proficiency before receiving his certificate back.

KUNAR BUX, a soldier, attached to the Indian Transport Department, stationed at Kowloon, got himself into trouble at Yau-ma-tei on Saturday afternoon last. Kudar had control of a milk cart and was on his way to Kowloon City. Soon after leaving the crowded streets of Yau-ma-tei behind him for the Kowloon City Road, Kudar applied his whip on the mule. Result:—One public ricksha reduced to kindling wood, another thrown into a ditch and damaged, and a man's leg case, so it was estimated, narrowly averted. Damage altogether estimated at \$30. Kudar was arrested for reckless driving and damaging property. At the Police Court, on Monday, Mr. Melbourne ordered him to pay compensation to the ricksha coolie. No fine was imposed.

FRANK is well pleased to hear that Inspector Arthur Langley, late of the Water Police Station, has successfully pulled through an operation for appendicitis, performed on him in the London Hospital.

IT is reported from Foochow that all the opium shops and dens in that city have now been closed by the authorities, and that persons found guilty of violating the law in that respect have been severely punished.

WE have received the following Typhoon Warning from the Consul-General for the United States, who received it from the Manila Observatory on 2.15 p.m., 2.15 p.m. September 5th, 1907. Typhoon probably about E. N. E. of Manila between 17 and 20 lat.

A PEKING dispatch reports that the British Minister has protested against the establishment of the Prepared Opium Bureau by the Liangkang Government in Kiangsu province, on the ground that a Government monopoly of this kind is contrary to the Anglo-Chinese treaties.

THE Waiwupu has asked Viceroy Yuan Fang to send up a list of Chinese gentry and merchants who assisted in Red Cross work in aid of their fellow countrymen in Manchuria, during the late war between Japan and Russia, for recommendation to the Throne for the bestowal of rewards.

THE *N. C. D. News* understands that the Waiwupu has, in response to the request of the British Minister, instructed the provincial governments of Kiangsu, Kiangsi, Hupeh and Szechuan to delay starting official bureaus for the sale of prepared opium, pending negotiations with the British Government.

THE Chinese arrested for the theft of \$50 from the Hongkong and Shanghai Bank at Shanghai on Wednesday last appeared at the Mixed Court on the 30th ult. Det. Sgt. Eek prosecuted and the principal evidence was that of the Bank's coolie who detected the theft. The accused was found guilty and sentenced to two months' imprisonment.

IT is reported that Viceroy Yuan Shih-kai has asked the Central Government to be allowed to suspend temporarily the minting of ten-cash copper cents in his province of Chihki, owing to the large accumulations of that coin at present in the Provincial Treasury. Any excessive surplus of the coin will lead to the cheapening of this currency in the province.

MAJOR S. Macdonald, Royal Army Medical Corps, stationed at Woolwich, has been placed under orders for service at Hongkong, for which he will embark on Oct. 31. Major Macdonald has been over 20 years in the medical branch of the service, and he had considerable professional experience in the Tihah Expedition, 1897-98 (medal with two clasps).

IT is stated in a San Francisco despatch of 2nd ult. that the German tramp steamer *Tolstoi* lost twenty-four members of its crew that day. The Orientals deserted the ship, they claim, on account of the cruelty practised upon them by the captain and first officer, who beat and starved them. The Chinese are now guests of the United States Government in the Alameda County Jail, pending the arrangements for their deportation.

MR. C. M. Cotterman, director of the insular posts, upon the suggestion of the Postmaster-General of Hongkong, has in a circular letter called the attention of all steamship companies with agencies in this port to their irregular and illegal practice of having ship's letter boxes in their office filled with general correspondence. This practice is general in Manila as well as Hongkong, and is due no doubt to an oversight on the part of the companies. Mr. Cotterman said that this letter to set affairs right in this regard.—*Cable News*.

ON Monday morning, a report was made to the Police at Taim-tai-sui Police Station, to the effect that an Indian, follower named Chune, belonging to the 19th Infantry, had been missing for nearly twenty-four hours. When the report was made Inspector Kerr of the Revenue Customs, Sunday night, a Kowloon Godown watchman informed him that he had seen an Indian jump off the police pier into the harbour. That night the harbour was searched, but without result. On Tuesday morning, however, Chune's corpse was found floating off the police pier. It was picked up and taken to the morgue. The police believe that the man committed suicide.

A DESPATCH dated Mexico City, Aug. 2, says:—The sequel of the dramatic story of the cruise of the steamer *Maori King* was told as the Chinese vessel left to-day. Some thirty or 35 Chinese and 35 Russians, investigation has disclosed the fact that the Chinese were kidnapped. Three contractors induced the men to board the steamer on the promise to take them to a place called Mexico, which the contractors declared was situated in China near Hongkong. After the boat had been out for thirteen days and no land had been sighted the Chinese became alarmed and threatened to kill one of the contractors. Later a pitched battle was fought between the Chinese and Russians. They are now working on the Sonora railway and are pleased with the outlook.

WHILE on duty in Station Street South, Yau-ma-tei, last Tuesday afternoon, a lunko caught sight of a coolie, who was carrying a bag, hurrying in the direction of theumping Station. At first the officer paid little or no attention to the coolie, but as he passed he was aroused and he hailed the coolie. The latter started to run, with the result that he was pursued and captured. Taken to the Yau-ma-tei Police Station, the coolie, who gave the name of Chan Lan, was searched and in the bag was found a bunch of skeleton keys. He failed to explain how he came by them, and on Wednesday morning he was charged before Mr. F. A. Hazeldan, at the instance of Sergeant Appleton, with being in a lawful possession of the keys. The charge was proved and he was sentenced to three weeks' hard labour and six hours' stocks. At the expiration of the term he will be deported.

YAU TAK, a coolie, who was banished from Singapore during the earlier part of last week, arriving here last Tuesday with a number of other deportees on board the steamer *Gregory Agor*, was charged at the Police Court, on Wednesday morning, before Mr. C. A. D. Melbourne, with larceny on the high seas. Ho Hang, an ancestor, who was a passenger by the same vessel, was the complainant. He stated that one night, while on the trip to this Colony, his pillow-box, containing \$86 worth of clothing and money, was stolen from him. He reported the matter to the complainant, who told him to keep quiet until the vessel's arrival here. Reaching Hongkong, the complainant said, the deportees would be locked up and searched and the thief discovered. Soon after the vessel dropped anchor in the harbour, suspicion fell on the accused. He was searched and part of complainant's property was found on him. His Watchman sentenced accused to six weeks' hard labour and four hours' stocks.

THE proceedings in the case of the Japanese sealer charged with poaching at the Pribiloff Islands and on the Alaska Shore has been dismissed by the Washington Courts.

LEAVE of absence to England on the recommendation of a Medical Board has been granted to 2nd Lieut. V. R. Guise, R.G.A., from 7th September, 1907, to 6th March, 1908.

SECOND Lieutenant L. Sloane-Stanley, Middlesex Regiment, who has just been transferred to the 3rd Battalion, Hongkong, has been promoted lieutenant after two and a half years' service.

THE telegram quoted below was received at the U.S. Consulate-General from the Manila Observatory at 12.15 p.m., last Thursday:—September 5th, 1907, 11.30 a.m. Typhoon probably receiving northeast of Luzon in about 20 lat.

A FEW changes occurred among the police last Wednesday. Inspector Collett, who for two months had charge of Mount Gough Police Station, the Peak, returned to No. 7 Police Station, the vacancy at the Peak being filled by Sergeant Garrod. Sergeant Fenton returned to the Central from No. 7 Police Station.

A WUCHANG letter states that members of the Hupeh foreign-modelled Army and representatives of education in that province have lately been occupied with the project of putting up a bronze statue of Viceroy Chang Chih-tung, in some conspicuous place in Wuchang. This having come to the ears of His Excellency, he at once issued orders to stop the movement.

ON Aug. 23, the Bangkok Customs guard on duty found 14 tins of opium on the bridge deck and 37 tins behind the donkey boiler of the engine-room of the *s.s. Chow Pa*, from Singapore. All the tins were ten-tin tins, the opium being valued at Bangkok at over 3,500 ticals. The police would be happy to have the acquaintance of the owner or owners.

LIEUTENANT A. Mellin has been appointed first lieutenant of the *Tamar*, receiving ship at Hongkong, vice Lieutenant A. G. Hamilton, whose appointment has been cancelled, and who has joined the battleship *Amiralite*. Lieutenant Mellin has served in the Royal Navy since October, 1896, when he was appointed lieutenant on the supplementary list.

SARJOO, a fireman on board the steamer *Gregory Agor*, was last Thursday sentenced by Mr. Hazeldan, at the Police Court, to three weeks' imprisonment for assault. Sarjoo was found guilty of striking the head fireman, Sahon, on the head with a bamboo pole, which necessitated the latter's removal to hospital, suffering from a scalp wound. Sergeant Davis made the arrest.

A TOKIO despatch of 1st inst., in the *N. C. D. News*, says:—In compliance with a request by Koreans, the Residency General has dispatched a lieutenant-colonel with a number of yendarmes to Kaoto, on the Chinese-Korean border, in the Hamgyong province, for the purpose of protecting Korean subjects. As China insists that the ownership of Kaoto is hers a conflict is probable.

AN accident, which ended fatally to a Chinese fireman, occurred the other day while the steamship *Typhoon* was on her way to Hongkong from Australian ports. One of the firemen, it appears, while at work lost his balance and fell into the stokehold. He was picked up, and every assistance shown him, but he succumbed to his injuries when the vessel arrived in port last Thursday morning.

GRAND Cordons of the Order of Pavlovna have been bestowed upon Mr. Stolypin, Russian Premier, and Mr. Novsky, Russian Minister of Foreign Affairs, while Grand Cordons of the Order of Alexander Nevsky have been bestowed upon Mr. Saionji, Japanese Premier, and Viscount Hayashi, Minister of Foreign Affairs, in recognition of the conclusion of the Russo-Japanese Treaties.

THE King has been pleased to give and grant unto Frank Harris, Esq., commander of the Chinese Revenue cutter *Sunday*, a Kowloon Godown watchman informed him that he had seen an Indian jump off the police pier into the harbour. That night the harbour was searched, but without result. On Tuesday morning, however, Chune's corpse was found floating off the police pier. It was picked up and taken to the morgue. The police believe that the man committed suicide.

Y. F. Kiene, through his attorney, Mr. E. J. Ginn, applied for his discharge in the Bankruptcy Division of the Court, last Thursday. Mr. Ginn said that his client was entitled to his discharge. The whole question was how long could the Court keep it back. It seemed useless to keep a man hanging about unable to do anything and he hoped that the Court would deal with the case as lightly as possible. Mr. Justice Williams: I have read the report through and I propose to suspend the discharge for two years.

HO TSAU, an unemployed Chinaman, was arraigned in the Police Court, last Tuesday, to answer several charges of larceny. According to the indictment Ho was alleged to have stolen between the 25th ultimo and the 1st instant one roll of serge, four umbrellas and two pairs of trousers, valued at \$73.50, the property of Messrs. H. Cruz & Co. Several days ago Ho was arrested for being in unlawful possession of the above-mentioned goods. He was detained, with the result that after careful inquiries had been made the police were enabled to amend the charge on Monday. The case was further adjourned.

THE Government mints which were established some time ago by the Board of Finance have begun to turn out coin. The new style silver pieces have been made under instructions from the Board, the treasury of which has furnished the sum of one million ticals for the expenses of the establishment. This money was sent down to Tientsin by rail on the 22nd ult. Twelve boxes of samples of paper-money have been prepared by the Board of Finance and submitted to Their Majesties for inspection. Their Majesties expressed themselves highly pleased with the samples and ordered Prince Tsai-tsai to take great care that the printing of the notes was carefully carried out.

H. E. VICEROY Yuan Shih-kai has received a report from Taitai Chang Shih-chien, Director of the Kiangnan Arsenal, with reference to the employment of an experienced English scientist of Shanghai named Tu Pei-lai (in Chinese) to serve as scientific teacher in the arms school of the Arsenal for twelve hours each week at Tls. 300 per mensem. Mr. Tu Pei-lai was recommended by a German firm (Julesen Yang-hong) without agreement, because the engagement is only an experiment. Mr. Tu Pei-lai will enter into his duties after the summer vacation of the school. In addition to his duties of teaching he will conduct scientific analysis in connection with the Arsenal whenever he is requested to do by the director from whom he will receive his instructions. Viceroy Yuan has ordered Taitai Chang to report this scheme to the Ministry of War for final orders.

LAST Thursday, a street coolie was charged before Mr. F. A. Hazeldan, in the Police Court, with stealing two ducks, at West Point, on Wednesday. Asked as to where he got the ducks, accused replied: "I caught them." Sequel—Three weeks' gaol, six hours' stocks.

THE *N. C. D. News* of 31st ult. says:—The many friends of Mr. Albert E. Prebble, an old resident of Shanghai, will regret to hear that he died at the General Hospital yesterday at 7 p.m. after a brief illness. Mr. Prebble was for many years connected with Messrs. Hall & Hollis, Weeks & Co., Lane, Crawford & Co., and subsequently founded the Broadway Drapery. More recently still he has done business as a broker and commission agent.

MESSRS. Wheelock & Co. write under date Shanghai, 29th ult., on the "Coastwise" freight market:—Although rates are still "rotten" on the coast there are signs of an improvement, setting in and by end of next month when the new rice crop from the Yangtze River Ports comes on the market the "liners" should find themselves kept fairly busy, but it is impossible as yet to say whether this will benefit "outsiders" to any great extent.

ANOTHER extremely bad death occurred in the Settlement yesterday, reports the *N. C. D. News* of 2nd inst. Mr. Turner who has been in the employ of Messrs. Weeks & Co., Ltd., for a little over three years, was taken ill with cholera on Saturday evening and died yesterday morning. Mrs. Turner was an active assistant to several charitable undertakings and her loss will be felt by many friends in Shanghai.

ACCORDING to Reuters, says a Tokio despatch of 30th ult., to the *N. C. D. News*, the suggested restriction to put on Japanese immigration into Canada is discredited at Tokio, as the reported arrangement, by which not more than 600 Japanese are allowed to

The Hongkong Telegraph

(ESTABLISHED 1861.)

NEW SERIES No. 5557

晚九十二月七年三十三緒光

FRIDAY, SEPTEMBER 6, 1907

五拜禮

號六月九英曆

\$30 PER ANNUM
SINGLE COPY, 10 CENTS

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 14,000,000
RESERVE FUNDS....." 14,550,000

Branches and Agencies.

TOKIO
Kobe
OSAKA
NAGASAKI
LONDON
LYONS
NEW YORK
SAN FRANCISCO
HONOLULU
HANKOW
CHANGCHUN
DALNY
PORT ARTHUR
ANTUNG
LIOWANG
MUKDEN
TIE-LING
CHANGCHUN
HANKOW

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposits—
For 12 months.....5% p.a.
" 6 ".....4%
" 3 ".....3%
TAKAO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP.....GOLD \$1,250,000
ABOUT MEX \$1,000,000
RESERVE FUND.....GOLD \$1,250,000
ABOUT MEX \$1,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3%
" 3 " 2%
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,

Manager.
Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).
RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Bangkok, Samang, Sourabaya, Cheribon,
Tegal, Ponorogo, Paderang, Tjilatjap,
Padang, Medan (Deli), Palembang, Kona-
radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colo-
mb, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED:

On Current Accounts 2% per annum on daily
balances.
Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.
J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUNDS....." 11,750,000

Shanghai.
£1,000,000 at 2/- = \$10,000,000
Silver.....\$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Kewick, Deputy Chairman.

A. Fuchs, Esq., E. Shellim, Esq.,
E. Goetz, Esq., R. Shewan, Esq.,
A. Haupt, Esq., H. A. W. Slade, Esq.,
C. R. Lenmann, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4% PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND.....£1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS.....£ 800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.
" 6 " 3%
" 3 " 2%
JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (L. 1,250,000).
Subscribed Capital FL. 10,000,000 (Paid-up).
Reserve Fund.....FL. 2,112,370.36 (L. 176,048).

Head Office—AMSTERDAM.
Sub-Office—THE HAGUE.

BRANCHES—At Singapore, Sourabaya, Sama-
rang, Indramajopo, Bandoeang and Welte-
vrede.

CORRESPONDENTS—At Cheribon, Tegal, Peca-
longan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd.
Paris: Comptoir National d'Escompte de Paris.
Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.
" 6 " 3%
" 3 " 2%
J. BOETTJE,
Manager.

16, Des Vaux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS CO.

(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN TOMES & CO.
Agents.
Hongkong, 31st July, 1907. [207]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO, BY, OR REMARKS.

SHANGHAI, MOJI, KOBE & PERA
YOKOHAMA Capt. W. W. Cooke, R.N.R. About 6th Sept. Freight only.

LONDON, &c., via usual Ports (MARMORA)
of Call Capt. G. H. C. Weston, R.N.R. 7th Sept. See Special
Advertisement.

LONDON and ANTWERP
via SINGAPORE, PENANG, Ceylon
and COLOMBO, PORT SAID Capt. G. W. Babol, R.N.R. About 11th Sept. Freight and
Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th September, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.



JUST RECEIVED.

NEW STOCK OF

"WALK OVER"
BOOTS

IN
BLACK AND BROWN,
\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO. [138]

BASS & CO'S PALE ALE HORSEHEAD BRAND.

\$18.00 per Cask 4 Dozen Quarts.
\$20.00 " 8 " Pints.
\$24.00 " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central. [138]

HONGKONG, CANTON AND
MACAO STEAMBOAT CO.,
LIMITED.

SPECIAL EXCURSION TO MACAO.

On SUNDAY, the 8th September.

THE Company's Steamship

"HONAM"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M. to the COMPANY'S WHARF.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare.....\$4.00

" " on the following day.....5.00

" Single ".....2.00

Popular Excursion Rates as usual.

Children under 12 years Half Price.

NO CHITS will be accepted and servants' passage must be paid for.

The S.S. "SUI-AN" and "SUI-TAI" will not run on Sunday next.

W. H. CLARK,

Secretary.

Hongkong, 4th September, 1907. [69]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF

LADIES' HATS, TOQUES & BLOUSES

DIRECT FROM PARIS.

PRICES VERY MODERATE. [32]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American)

BRUT (Cordon Rouge)

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [645]

Hotels.

TIFFIN

SERVED ESPECIALLY FOR BUSINESSMEN

AT THE

CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [740]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

Military Band during dinner on Saturday Nights

A. F. DAVIES,

Manager. [76]

Hongkong, 21st June, 1907.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,

Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,

Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

W. W. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, TEL. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907. [19]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,338 " " H. J. Black.
"FATSHAN," 2,260 " " O. V. Lloyd.
"KINSHAN," 1,995 " " B. Branch.
"HEUNGSHAN," 1,998 " " R. D. Thomas.
Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
The S.S. "POWAN" will leave HONGKONG every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
"SUI-TAI," 1,651 " " G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
The "SUI-AN" and "SUI-TAI" will not run on Sunday next.
Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
"NANNING," 569 " " Mackinnon.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 6th September, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9:30 P.M. (Saturdays excepted).
Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents: Messrs. E. Pasquet & Co.
For further particulars, please apply to—
BARRETTO & CO.,
Agents.
Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.
Hongkong, 9th August, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

JAVA-CHINA-JAPAN LIJN

Telephone No. 375, YORK BUILDINGS, 1st floor, Hongkong, 6th September, 1907.

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,
THE LATEST METHOD of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonts, A. 1, and Watkins.

Yokohama; May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "GORKEN" About TUESDAY,
and YOKOHAMA } Capt. Z. Weljelm 10th Sept., 1907.

NAPLES, GENOA, GIBRALTAR, } "PRINZ EITEL FRIEDRICH" } WEDNESDAY,
SOUTHAMPTON, ANTWERP } Capt. E. Malchow Noon, 11th Sept., 1907.
and HAMBURG.....

MANILA, NEW GUINEA, BRIS- } "PRINZ SIGISMUND" THURSDAY,
BANE, SYDNEY and MEL- } Capt. D. Lenz Noon, 12th Sept., 1907.
BOURNE

YOKOHAMA and KOBE { "PRINZ WALDEMAR" About THURSDAY,
Capt. W. v. Senden the 18th Oct., 1907.

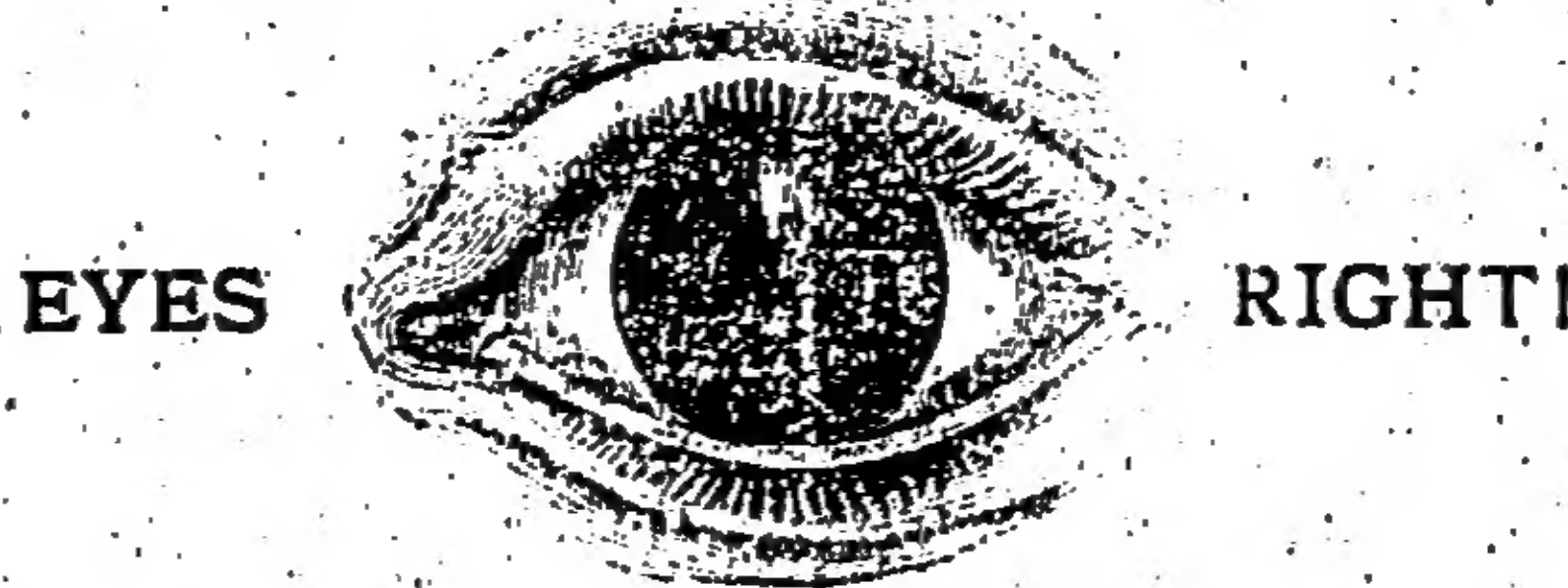
For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd September, 1907.

Intimation.



N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements, Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
21, John Street, Bedford Row, W.C. LONDON. SHANGHAI. 59, Bentinck Street. 566, Nanking Road.
Hongkong, 27th November, 1905.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.
Telephone Address: "CHEE" HONGKONG, Telephone No. K4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN, Proprietor, 1905.

SOME BIG DIAMONDS.

Hard as adamant is the diamond, indeed diamond is but a shortened form of adamant—a-damao, the unyielding, because nothing but the diamond can cut the diamond. A crystallized form of carbon, capable of conversion into a bit of charcoal with which to "composition" it is identical, the diamond nevertheless has played a great part in the pageant and criminal history of the world, particularly the larger specimens. When cut a polished diamond of one carat (4 grains) is worth about £40, but the value increases rapidly with the size. Up to 20 carats, the value is roughly assessed by squaring the weight in carats and multiplying by £40, so that a fifteen carat diamond should be worth about £9,000. Above 70 carats the value increases at a much more rapid rate. The Koh-I-Nor (103 carats) is valued at £300,000. The biggest diamond in the world, the Cullinan, which the Transvaal Government proposes to purchase and present to the King, weighs 3,024 carats, or 131 lb. in the rough uncut state, and is about as big as a four lb. iron. A diagram of the new diamond and the Koh-I-Nor shows the historic gem about as big as a walnut, and the Cullinan as big as a high born lady's fist. Or to descend to figures, 4 inches long, 2 inches in depth. As it is free from defects an interesting problem arises as to the approximate value. The only estimate we are able to come across, is an American expert, Mr. Kunz, and he would not place a value on the big diamond, but he did not dispute the value of a million sterling said to be placed upon it. So much depends on the colour and brilliancy. For instance the Hope Diamond is blue-white, and it only weighs 45 grains, but has the price of £25,000 put on it. In these enormously large diamonds, however, the market is limited, for very few people can afford to lock up half a million sterling in a gem that can be so easily stolen and concealed. On the other hand big diamonds are always valuable, for they will cut up into many smaller gems, and fetch very nearly their total value. That was the fate of the Syndicate diamond, found in De Beers a few years ago, and weighing uncut 960 grains. All these monsters lost much in the cutting. The Koh-I-Nor was whittled down from 790 carats when found, to 186, and subsequently to 102½ carats. The Regent went down from 280 to 136. The Star of South Africa from 288 to 135. A big black diamond found in Brazil weighed 3,032 carats, but it was cut up and used for diamond drills. Except this, the new Cullinan is three times bigger than any other diamond yet discovered. It might lose from 40 to 60 per cent. in weight in the process, depending on the shape of the stone, but the cutters would probably leave it as large as possible, so that "as large as a girl's fist" will probably describe the new gem to be added to the Crown Jewels of England. A short account of some of the historic diamonds may be of interest.

The Koh-I-Nor is known from history in 1304, when Sultan Al-ed-din got it from the Rajah of Malwa. In 1536 it passed by conquest into the hands of Aurangzeb, who used it as one of the eyes of the peacock throne. Adir Shah conquered Mohammed Shah in 1739, and got the diamond from the defeated monarch (who had concealed it in his turban) by exchanging head dresses as a token of reconciliation. Consecrated by the East India Company in 1849 on the annexation of the Punjab, it was presented to the Queen, and suffered much by injudicious cutting.

The Great Mogul was found on the Kistna about 1600. Its history through the sack of Delhi is lost, and it is believed to have been stolen and broken up.

The Orloff diamond is also an Indian stone and formed the eye of an idol in a temple at Seringam, whence it was said to have been stolen by a French soldier. It is now mounted in the Imperial sceptre of the Tsar.

The Regent, likewise Indian from the Kistna, was found by a slave who stole it and escaped to the coast, where he sold it to an English skipper by whom he was killed, Thomas Pitt, grandfather of the first Earl of Chatham, bought it and had it cut. Pitt sold it to the Duke of Orleans for £135,000 but it was subsequently valued at £800,000.

The Cullinan Diamond is so named in honour of T. M. Cullinan, chairman of the Board of Directors of the Premier Mines in South Africa, where it was found by the mine manager, Fred Wells, sticking out of the wall of the mine one evening at dusk. We suggest as its motto Milton's "Then Zeal, whose substance is ethereal, arming in complete diamond."—*Singapore Free Press.*

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS. COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION REPAIR HAND RAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORE AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 11th March, 1907.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout. ELECTRICALLY LIGHTED. ELECTRIC FANS (if required). ELECTRIC PASSENGER ELEVATOR to each floor. TABLE D'HOTE at separate tables. For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905.

For Sale.

TO BE SOLD

FOR the purpose of being broken up, the steamer "IRONDE" now on view at Saigon till the 15th October. For particulars please apply to the MES-SAGERIES "MARITIMES" OFFICE in Hongkong.
Hongkong, 4th September, 1907.

IRISH TERRIERS.

FOUR PUPS (male), Thorough-Bred, 6 weeks old. For sale. Prices moderate. Apply to—
C. A.,
C/o Hongkong Telegraph,
Hongkong, 30th August, 1907.

PAIST BREING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY

SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA. Hongkong, 29th July, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.50 per Cask ex Factory.
In Bags of 50 lbs. net \$2.70 per Bag ex Factory.
SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd October, 1906.

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point. Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9a, 9b, 9c, and 10, PRAYA EAST, formerly in the occupation of the Admiralty. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1907.

TO LET.

HATHERLEIGH, Conduit Road. No. 1, RIPON TERRACE, Bonham Road. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. FLATS in MORETON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL. No. 38, CAINE ROAD. AUCTION ROOMS, No. 2, ZETLAND STREET. GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court. Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 15th August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE Kowloon. HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next. Apply to—
COMPRADORE, Barretto & Co.
Hongkong, 24th July, 1907.

TO BE LET.

A S from the 1st August next, No. 5 MORRISON HILL. Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th June, 1907.

Intimation.

WM.
POWELL,
LTD.,
ALEXANDRA
BUILDINGS.

Fashions - -
- of To-day.

EVERYTHING
FOR
LADIES' WEAR.

COOLEST
SHOW-
ROOMS
IN
THE EAST.

COMPLETE
OUTFITS
FOR

CHILDREN'S
WEAR.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 31st August, 1907.

STRENGTH OF A PYTHON.

Discussing the relations of pythons and tigers, a writer in "Nature Notes" says:—
I hoped to have lived for a considerable time in the depths of the jungle in Upper Burma, where snakes and tigers were frequently to be met with and though I did not trouble myself much about the habits of the creatures I came across yet one thing I could not help noticing was the extraordinary fear that all the large animals had for even the smallest of snakes.

To my mind, the story of "Three is a Tree" is absurd, because I am convinced that a tiger would willingly remain in a tree, if a python were there, quite apart from the fact that it is to absurd talking and arguing about a tiger being in a tree at all. Still if a huge python and a tiger did come in contact, as I suppose on more occasions they may have, I do not think that it would be such a one-sided affair as is supposed. I have killed scores of snakes myself in the jungle, and experience taught me that "that long and delicate backbone" takes a great deal more breaking than one would ever imagine. What is more, the blow of a snake—especially of a huge python, is so tremendous that it would break nearly every bone in the body. I even saw a large animal as that of a tiger, and leave it almost at the mercy of the python.

Of course, I know that if a python lay still and allowed a tiger to do what it liked, the tiger could slip the python to pieces, but the whole idea of their fighting is, to my mind, absurd. The sight of a snake seems to almost paralyse the larger animals of the jungle. I have been on an elephant more than once when a small snake has been lying in the path. The effect was interesting. The elephant would stop dead and perceptibly shiver, and on being goaded by the rider would seem to wake up, and to all appearances, by the trumpeting, was in a great state of mind.

Suddenly the animal would rear up on its hind feet and come down with its huge front feet on the wretched snake crushing it to a mere pulp and it would take the elephant quite an hour to calm down from the excitement caused by the event.

Suppose a tiger and python did fight, I for one would back the python, almost for a certainty. What would happen if a tiger and a ten-foot Hamadryd (such as I have killed several times) came in contact? Of course, the tiger could easily kill him, but I know well the tiger would die too, but such a contact is impossible, because natural instinct has taught the tiger never to touch a snake. Quite apart from their poison, a snake is a much more powerful thing than many people realise. The force with which they strike is simply terrific, as I have cause to remember. Quite a small one struck me on the foot—it was only a small snake of from fifteen to eighteen inches in length, but I can remember the pain it caused me to this day.

ORIGIN OF THE MOON.
SEPARATION FROM THE EARTH.

Of late years a great change has taken place in the views of astronomers concerning the constitution and development of the solar system. For a long time Laplace's nebular theory held the field, and was believed to account for all the main features of the system. According to this theory, the original mass, from which the sun, planets, and satellites were evolved, was diffused gaseous material, filling a "spiral" space extending at least to the orbit of Neptune (the planet most distant from the sun), and rotating in a period equal to the time of revolution of that planet. Laplace believed, and endeavoured to prove, that as this gas contracted by gravitation rings would at intervals be detached from the central mass, and consolidating, would eventually form the planets and satellites of our system. On this hypothesis the moon must have been at one time a ring detached from the earth. Recent investigators, Sir George Darwin, Professor F. R. Moulton, and Professor T. C. Chamberlain, have, however, shown that the nebular theory as propounded by Laplace is not consistent with facts. Professor Moulton has proved that the matter detached from the supposed rotating gaseous spheroid would be shed continually, and that no separate rings could be formed. The "ring theory" has therefore to be abandoned, and a new hypothesis of the origin of the moon, and other satellites has to be sought. It may be mentioned that the rejection of Laplace's great generalisation does not mean the rejection of the nebular theory in any form.

SIR GEORGE DARWIN'S THEORY.
A new and startling explanation of the formation of the moon was put forward some years ago by Sir George Darwin, and is now generally accepted by astronomers. His theory, with deductions from it, forms the subject of a very interesting article in "Harper's Monthly Magazine" for June, by Professor W. H. Pickering, of the Harvard Observatory. Darwin's view is that the moon was originally part of the earth, and was separated from it by centrifugal force. In order to understand his argument we must bear in mind that the friction arising from the tides which are caused by the moon is continually retarding the rotation of the earth. So slight, however, is this retardation that the day is only a fraction of a second longer than it was 2,000 years ago.

It is now known that the interior of the earth is solid. In early geological times, this was not the case, and the sun and moon, acting on the molten interior, caused tides far more powerful than those of to-day. The retardation was therefore much greater formerly than it is now. As the moon is constantly retarding the earth's rotation, so, for action and reaction are equal and opposite, the earth must be constantly accelerating its motion of the moon. As the moon's motion is increased, the centrifugal force also increased, and the tendency to fly away from the earth. The moon is consequently farther from the planet now than it was a thousand years ago, and

it will be still more remote a thousand years hence. Going back some hundreds of millions of years, we come to a time when the moon was only a few thousand miles from the earth; and its revolution took only four or five hours, instead of 30 days. Darwin has proved that at this time the period of the earth's rotation on its axis was also four or five hours, instead of 24, so that the moon must always have been over the same point of the earth's surface. At the rate at which the earth was then rotating, the centrifugal force at the equator must have been so great that portions of the surface would be liable to crack and fly off. Darwin therefore concludes, that at a very early period our planet separated into two parts, one of which formed the moon. To put the case in another way, when the nebulous mass, consisting of the earth and the moon, separated from the sun, it had a rapid rotation on its axis, this rotation increased as the mass condensed. Finally, when a certain velocity was reached, the mass split in two. This, says Professor Pickering, is substantially Darwin's statement of the manner in which the moon came into existence. Darwin has also shown that, when the division took place, the moon could not have been much larger than the earth is now. It must therefore have been largely in the solid or liquid form. It is possible, Professor Pickering thinks, that the condensation of our ocean from the atmosphere of steam furnished the impulse required by Darwin to start the moon upon its way.

Notice of Firm

BANCO NACIONAL ULTRAMARINO.
THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATON V. ALICAR & Co., in the place and stead of Messrs. ROZARIO & Co.
O Gerente da Agencia.
Do BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES.
Dated 21st August, 1907. [766]

Auction.

Public Auction.
THE Undersigned have received instructions from H. M.'s Naval Store Officer, to sell by PUBLIC AUCTION,
THURSDAY, the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,
The following:—
Single Screw Steam Tug "SOLENT" length over all 100 ft. Breadth 14 ft. Load displacement 150 tons. Built by Cox & Co., Falmouth, 1885. Propelling Machinery—one set of surface condensing compound engines. Fitted with steam capstan and winch, crane derrick and steam trawling engine. 3 bladed gun-metal propeller, &c., &c. This vessel to be sold as she now lies in the Naval Yard Camber.
The Admiralty will not be responsible for any errors in the foregoing description. The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (Saturday and Sunday excepted). Inspecting orders can be obtained from the Auctioneers.
TERMS.—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.
HUGHES & HUGHES, Government Auctioneers.
Hongkong, 23rd August, 1907. [773]

For Sale.

HUMBER CYCLES.
THE BEST IN THE WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES

WITH THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 30 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS
11, D'AGUIAR STREET AND KOWLOON.
Hongkong, 19th July, 1907. [1457]

THE HONGKONG STUDIO
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 19th September, 1907. [15]

Intimations.

SAINT RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL ADVERTISING CLETEAS.
CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON, MAGREZ & Co., Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that H. SKOTT and COMPANY, of Victoria, Hongkong, Merchants, have, on the 22nd day of July, 1907, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1. The representation of a Swan in a Medallion.
2. The representation of "Britannia" with a trident and shield and the word "Britannia".

in the name of H. SKOTT & Co., who claim to be the sole proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following goods:—

FLOUR-IN CLASS 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 6th day of August, 1907.

DENNIS & BOWLEY, Solicitors for the Applicants.

WANTED.

A YOUNG MAN (British) of steady habit, as HARBOUR RUNNER and SHIP CHANDLER ASSISTANT.

Apply—
SHIP CHANDLER,
C/o Hongkong Telegraph.

Hongkong, 2nd September, 1907. [795]

PATHE FRERES, PARIS.

CINEMATOGRAPHS AND FILMS.

NEW FILMS ARRIVE WEEKLY.

Price 43 cents (Straits Currency) per metre.

SOLE AGENT FOR
The Straits, Borneo, Java, Sumatra, Siam, Hongkong, The Philippines, &c.

F. DREYFUS,
19, Stamford Road, Singapore.

[776]

MR. E. E. SMITH
WITH CHARLES C. MCKEE,
Representative in Orient,
Operating with HUTCHINSON & Co.,
HAS ARRIVED IN HONGKONG,
Staying at Connaught Hotel.

Knitting Machinery, and All Knitting Mill Accessories,
Cotton and Woollen Machinery,
Sewing Machinery, and Kindred Specialties.
Rice and Flour Mill Machinery,
Paper Makers' Machinery,
General Machinery, and Specialties.
Hongkong, 4th September, 1907. [804]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 10 minutes.
7.30 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.15 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [15]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd September, 1907. [796]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"MANILA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

R. A. HEWITT, Superintendent.

Hongkong, 2nd September, 1907. [1]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

s.s. "Medea" and "Cordona", from Havre ex s.s. "Cordona", and from Bordeaux ex s.s. "Vill de Lille", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 9th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 9th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd September, 1907. [19]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 4th September, 1907. [12]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside the vessel, and will be placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 5th September, 1907. [1607]

Telegrams.

[News.]

The United States and the Philippines

London, 4th September.

Some of the American papers are agitating for the sale of the Philippines, statistics published showing that the cost to the United States is already £80,000,000.

The Court-Martial on the Stranding of the "Commonwealth."

The Court-martial on the stranding of the *Commonwealth* found Captain Browning guilty. In default of negligence he was reprimanded.

Obituary.

The death of Mr. Edward Greig, the composer, is announced.

Shipping Strikes.

A conference of British and Continental Shipping Federations will be held in London in October with a combined resistance in case of strikes.

Morocco.

A reconnaissance force from Casablanca on the 3rd instant was heavily attacked on all sides, six miles from the town.

After several hours' fighting the enemy was driven off and the camp regained.

OSAKA SHOSHEN KAISHA.

PROPOSED JAPAN-AMERICA SERVICE.

The Osaka Shoshen Kaisha has decided to open a service between Japan and America, and the necessary preparations are being pushed on. We are informed that the company has decided to build six steamers of 6,000 tons each. Three of these ships have been ordered from the Mitsui Bishi Yard at Nagasaki, and other three from the Kawasaki Yard, Kobe, and one vessel is expected to be completed before the end of next year. The American service is to be opened in connection with a certain railway company on the Pacific coast of the United States, and a contract has already been signed between the Osaka Shoshen Kaisha and the railway company. The opening of the service requires a heavy expenditure. The cost of the six steamers is estimated at ¥7,000,000. When the cost of the necessary shore works is added, the total will amount to about ¥10,000,000. When the new service is opened, the six steamers will be entitled to a steam navigation encouragement bounty from the Government to the amount of ¥1,000,000 annually. This subsidy alone thus amounts to 12 per cent. of the total per annum, and so it will probably be a very easy matter to raise the capital for opening the new service. The Board of Directors of the company are now considering means for raising the money—whether to increase the capital, to issue debentures, or to raise a temporary loan.

BRICK AND TILE INDUSTRY IN SIAM.

Some days ago we had occasion to make some comments on the manufacturing of bricks in Siam, and the great and growing demand that exists for this material in Bangkok. On that occasion we omitted to mention anything about tiles, which, of course, are in as much demand as bricks. All substantial modern buildings in Siam, more especially in the city and in many towns and villages are roofed with bricks.

It is true that tiles as well as bricks are manufactured in Bangkok, but according to appearance they are much inferior to those manufactured elsewhere; and consequently many firms engaged in building have their tiles as well as bricks brought from foreign markets. Those living in dwellings roofed by the locally manufactured article, have in many cases to approach their landlords and lay petitions before them to stop the "rain down" in their rooms. Invariably much damage is done to furniture and other valuable property on account of this leakage through the roofs of their houses in the rainy season. Such instances are rarely heard of in houses roofed with imported tiles.

The reason for such leakage in Siamese tiles may be traced to the fact that the clay which is worked in the paste becomes inflated owing to the humidity, thus causing the tiles to crack, a fact which is of frequent occurrence, which proves that the method in working the tiles must be improved. With improved methods, first class tiles and bricks can be turned out in Siam, as the clay is admirably adapted for the purpose. For this, of course, it will be found necessary to import intelligent workmen. There should be no mixture of half native and half European styles of tiles and bricks. Small ornamental tiles are of little use in keeping out the rain, neither does the roof constructed of such last long.

Besides the manufacturing of tiles and bricks, there should also be an opening for the manufacture of ordinary lime, hydraulic lime, and cement. There are several localities in Siam that offer splendid prospects for such enterprise, and it is to be hoped that such openings to promote those industries will not be lost sight of. Splendid material for the purpose can be had at Ratburi, Genkoi, Pachim and Lopburi. The transport would be greatly facilitated by railway. Boxes and casks for the purpose can be made on the spot as there is plenty of wood in these districts.

Persons having capital can invest it with very great advantage and with no risk whatever in such an industry, after careful study of the places and means of transport, etc., necessary for promoting the business.—Siam Free Press.

KEIR HARDIE'S PROGRESS.

ARRIVAL AT HONGKONG.

By the P. & O. mail steamer *Marmora*, there arrived at Hongkong yesterday afternoon from Shanghai Mr. Keir Hardie, M.P., the leader of that Socialist organization known as the I.L.P. Mr. Hardie is journeying round the world in search of health. He has visited Canada, Japan, and is now passing through China on his way to Ceylon, India, Australasia, and South Africa.

Soon after his arrival yesterday, Mr. Hardie visited Sir Frederick and Lady Lugard at Mountain Lodge, the Peak. He then spent the rest of the afternoon in the hill districts enjoying the charming scenery from the commanding heights of Victoria Peak. In the evening he proceeded on a hurried visit to Canton by the *s.s. Fulham* and will return in time to resume his journey by the *Marmora* to-morrow noon.

COLLISION IN SHANGHAI.

LOSS OF LIFE.

A somewhat serious collision occurred on the river opposite the Public Gardens last night, resulting in the death of a couple of native boatmen and the sinking of a Chinese junk, reports the *Shanghai Mercury* of 2nd instant.

About 9.30 p.m. the tender *Alexandra* was bound up river on a strong flood tide, from the *M. steamer Manchuria*, with a number of passengers on board, and just after rounding the Pootung Point she collided with a junk heavily laden with bricks, that was anchored on the Pootung side of the river, with a loud resounding crash that was plainly heard in the Gardens and along the Road. The junk which had a large gaping hole in her bows immediately filled, and sank in less than a minute's time, going down bows foremost.

The crew who were left floundering in the water raised loud cries of distress and in a few moments' time a number of sampans were on the scene picking up the struggling men and the loose pieces of wreckage. Captain Olin, as soon as possible, turned round and proceeding to the scene of the accident did all that was possible and also informed the river police of what had happened. When the collision occurred the *Alexandra* had all her lights burning and was on her proper course, while the junk was anchored in the fairway just ahead of another anchored junk, neither of which had any lights burning to denote their position. The night was dark and overcast, and it was impossible for any one on board the steamer to see the junk until almost on top of them and too late to avert a collision. A number of passengers on board the *Alexandra* stated that Captain Olin was in no wise to blame, as the junk were not showing a single light and nothing was known until they were nearly thrown off their feet by the shock. When the junk sank, she casted over and her masted the whole starboard side of the *Alexandra*, and all the awning stanchions on that side were bent and twisted out of shape, while some other slight damage was also done to the tender. The junk is now lying sunk just clear of the fairway, and steps are being taken to remove her as soon as possible.

THE BRITISH CHINA SQUADRON.

MOVEMENT OF THE SHIPS.

As stated in a recent issue, the *Japan Chronicle* says the British China Squadron is now at Vladivostok. From that port the squadron will visit Korea, Komuloff, Port Laxey, and Nagasaki, arriving at the latter port in September. Then the *King Alfred* will return to Weihaiwei, on September 20th, and when the Admiral has paid a visit to Peking and Hankow, will return to Miss Bay, where firing practice is to be carried out on October 20th. The *Kent* on her way down will visit Yokohama and Amoy. The *Astoria* will escort the destroyer flotilla to Chusan and then return to Woosung, until relieved by the *Flora*. The *Monmouth* will carry out exercises at Weihaiwei until the *Bedford* arrives from Port Lazareff. The heavy gunlayers' tests will be carried out by both vessels, after which they will cruise independently in the Gulf of Pechili, and arrive at Miss Bay by October 20th. The destroyer flotilla will return to Nagasaki, and after parting with the *Astoria* at Chusan will return to Hongkong, calling at the China Treaty Ports en route and subsequently rejoining the flagship in Miss Bay.

JAPAN-CHINA S. S. CO.

THE YANGTZE TRIDE.

It is stated that the Japan-China Steamship Company, which has been lately established by incorporating several Japanese steamship services on the Yangtze, is carrying on business with 14 steamers, the tonnage of which vessels ranges from 900 to 3,600. Eight of them are plying between Shanghai and Hankow, two between Hankow and Ichang, two on the Hunan line, one on the Chang-sha line and one on the Pang-yang line. In addition to these, 19 tug-boats are employed on river service. On the service between Shanghai and Hankow, three new steamers—the *Yong-yang*, *Nan-yang* and *Shang-yang*, each of 3,600 tons, and all built at the Kawasaki Yard, are running together with five old steamers. The first-named of these new steamers entered the service in May last, the second in June and the last during this month. These three new steamers being the largest yet, have been seen on the Yangtze service between Shanghai and Hankow, have aroused special interest on the part of the Chinese, and in addition, the good prospects of the rice harvest in the Yangtze are attracting a large number of passengers and a large amount of freight.

NEW DOCKS FOR JAPAN.

PROPOSED FRANCO-BELGIAN SYNDICATE.

The *Asahi* publishes a Moji letter to the effect that early this year it was decided to construct a dockyard at Tanoura, Moji, with a capital of ¥70,000, and a company has been formed under the style of the Moji Dock Company. Mr. Loonen, who, as already reported in our columns, returned to Japan a few days ago with a number of industrial French capitalists, is reported to be entrusted with ¥16,000,000, with which the proposed dockyard is to be constructed, largely extending the works, reclaiming the sea-front from Yamagashima to Tobigashima, Moji. An application for a charter of the works, which was made on June 1st, has been amended. The new application gives the details of the work as follows:—The principal object of the undertaking is the loading of coal and the repair of vessels. A coal depot will be built at Okubo, a tunnel being constructed between Moji and Okubo to connect the Kyushu Railway and the depot. A stretch of the sea-front from Yamagashima to Tobigashima by way of Okubo, Aki-biraki, and Tanoura is to be acquired, covering an area of about 75,34 *tsubo*. The wall of the sea-front of the reclaimed land will be constructed with concrete blocks. The stone obtained from cutting the Okubo tunnel and the dock will be used for reclaiming the sea-front. The depth of the water from the front of the reclaimed land to the front of Okubo will be 30 feet at low tide, allowing a steamer with a draft of 27 feet to go alongside. The sea off Tanoura will be dredged to a depth of 20 feet. The principal works on the shore will be a railway line between Moji and Okubo, the construction of a coal depot, a canal to Tanoura, two slipways and two dry-docks, in addition to coal-loading cranes and coal weighing scales, and engine works for the construction and repair of vessels. The coal depots will be erected at Okubo and on the reclaimed land, where covered sheds will be erected for special qualities of coal. Two ships will be constructed to the east of Yamagashima, one large enough to accommodate a steamer of 1,500 tons and the other for smaller steamers. The engine works will be constructed near the slips. Two extensive dry-docks will be built, French engineers are expected to arrive shortly, and the plan may be amended upon their arrival. The letter adds that if the charter is granted to the proposed works, it will be necessary for the company to purchase small shipbuilding yards at present dotting the sea-front between Tanoura and Okubo, and it will also be necessary for the company to have a definite understanding with the Moji Municipality on the question of the compensation payable by the company for the use of the whole sea-front of the eastern part of Moji. It is believed, however, that an understanding has been come to between the Municipality and the company to exempt the latter from the imposition of a special municipal tax. The proposed works, when completed, will prove a heavy blow to coal lighters in the harbour and the accommodation made by the Kyushu Railway at Wakamatsu and Tobata for loading coal, and strong competition may ensue between them and the new company. It is stated that a Franco-Belgian syndicate has agreed to supply the whole of the money necessary for carrying out the works.

CHINESE PASSENGER TRADE.

LARGER SHARE OF ORIENTAL TRAFFIC WANTED BY AMERICAN COMPANIES.

Port Townsend, 4th August.

For the purpose of furnishing President Roosevelt information of immigration arrangements that are said to favour Canadian transportation companies with Oriental business, special agents of the government and personal representatives of the president are making an exhaustive investigation of Pacific coast operations. The scope of the inquiry is not widely divulged, but sufficient information has been furnished to indicate that recommendations for changes in the department's system now employed will have careful attention. The closing of the border ports of entry is one of the remedies suggested.

The work is directed by Marcus Braun, now at San Francisco, but who spent nearly a month on Puget Sound recently with officers and interested persons of this district. Mr. Braun is connected with the department of commerce and labour as the special representative of President Roosevelt, covering questions of immigration. While in this district he went over local conditions closely with Puget sound officials.

Changes are made by the representatives of American transportation companies that under the present system of operation the Canadian Pacific railway is able to maintain a corner on Oriental passenger business to an extent that it secures a majority of all the trade between points in the United States and China. The alleged unfairness is traced by transportation men to the existence of four points on the Canadian border through which Chinese may pass to and from American cities without other delay than the formality of presenting a certificate for admission that has been furnished them by government agents at Victoria or Vancouver, upon arriving from abroad. These certificates are presentable at any American city containing a Chinese exclusion law inspector.

Salient features of the mass of testimony that has been presented the government inspectors now investigating the complaints are to the effect that the immigration service of Canada is more lenient than that of American ports. This, it is claimed, adds to inducements for obtaining business considered due American lines. With the permission furnished for passing aliens at American points the Canadian road is given the profits on the haul across the continent as well as the steamships business. Immigration officials admit that for reasons that need no explanation from them the Canadian Pacific road is carrying practically all of the Chinese passenger business to and from

the Orient. It is further admitted that the Chinese of New York, Boston, Chicago, and in fact all the Eastern cities, have, during the past several years, grown to consider the Canadian Pacific road and its steamship facilities as practically the only line in operation to the Orient.

The border stations are located at Sumas, Wash., Port, N. D., Malone, N. Y., and Rochford, Vt. The geographical location of these ports cover well connections with American lines that permit competition for American patronage without necessitating any extended haul by other than the Canadian route—rail and water. The arrangement permitting the establishment of entry stations, with the exception of that at Sumas, Wash., was entered into July 7, 1903. Provision for so permitting it was found in the Chinese exclusion law, which specified certain American ports from which Chinese might enter and leave the country, under proper regulations, and also provided for the creation of such other ports as might be deemed best by the officers enforcing the law from Washington. The agreement by Commissioner Sargent was approved by Secretary of the Treasury Cortelyou, at that time secretary of the newly organized department of commerce and labour.

From official sources it is learned that so great has been the increase of business furnished the Canadian road, with equal reductions with that given American lines, that scarcely 10 per cent. of the patronage originating within the United States, between this country and China direct, is furnished American roads. The comparison obtains equally true with the rail traffic as with the steamship business.

Prominent among the features that give preference to travel through British Columbia ports are the regulations for entry and departure there. American inspectors are stationed at Victoria and Vancouver. These inspect the Chinese arriving from the Orient, and with their passing favourable inspection, furnish a certificate, permitting their entry into America without other formality. The city where they may pass the border may be of their individual selection. Should the case be unfavourably acted upon the Chinese has six months' time under Canadian law in which he may remain in the landing province, during which period he may perfect his right to enter or become cured of some disease that has prevented his entrance at the time of debarkation. The time allowance is one of the most favourable circumstances, for few cases only reach the inspectors that cannot be corrected within the year.

The inspector of Chinese applying for admission at American ports has no such privilege as is permitted by the United States inspector over the border. To protect their interests, also, lines operating between American ports and China direct require the posting of a forfeit to reimburse them in the event that they are required to carry the passenger on the return to China. The feature of a deposit for such protection to the steamship companies has considerable weight in helping divert Chinese passenger business from American to Canadian steamers.

The matter of limiting the scope of Canadian handling of American Oriental passenger business by closing the border ports of entry has been presented Washington authorities in the past. Chief inspectors at Montreal and Vancouver have furnished recommendations covering the point, recommendations that were of sufficient weight with the chief executive to be given mention in his last message to congress. It is asserted that one obstacle in the way of attempting revision of prevailing regulations is the unpopularity that might attach itself to the advocacy of a crusade that would have for a successful outcome nothing for favour beyond aid for railroads or American steamship lines, or those systems that operate Pacific steamers calling at American ports.

THE U.S. ATLANTIC SQUADRON.

ARRANGEMENTS FOR ITS DISPATCH.

A Washington message to the *Mainichi* states that President Roosevelt, Mr. Newbury, Acting U.S. Secretary for the Navy, and Admiral Evans have held a conference at Oyster Bay on the question of the proposed dispatch of the Atlantic squadron to the Pacific. It is believed that the squadron will leave the Atlantic in November next, proceeding via Magellan Straits.

A later message states that in U.S. naval circles it is considered that the presence of the Japanese squadrons in South China waters forms a counter-action against the dispatch of the U.S. Atlantic squadron to the Pacific as agreed by the conference of Oyster Bay.

The same message adds that as at present arranged the U.S. Atlantic squadron will start on a cruise before December next to various parts of the world. The squadron will first proceed to Hawaii via Magellan Straits, and call at the Philippines, and return to the Atlantic via Suez in August next year.

THE WEATHER.

The following report is from Mr. F. G. Vigg, Director of the Hongkong Observatory:—On the 6th at 11.55 a.m.—The barometer has fallen considerably over the Loochoos, and risen slightly in the Philippines.

The typhoon is now situated to the South of Naha (Loochoos). It continues to move slowly northwards.

Pressure remains high over China to the North of the Yangtze, and over N.E. Japan.

Strong N. winds are expected to prevail in the Formosa Channel, and fresh N. to W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh; fair, squally.

2.—Formosa Channel, N. winds, strong.

3.—South coast of China between Hongkong and Lamook, same as No. 2.

4.—South coast of China between Hongkong and Hainan, N.W. winds, moderate.

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, September 7th, 1907.

DINNER.

Hors d'Œuvres.

Eggs au Aspic.

SOUP.

Mock Turtle.

FISH.

Boiled Fish and Parsley Sauce.

ENTREES.

Grilled Fillet of Beef and Mushrooms.

Stewed Mutton and Green Peas.

Cucumber au Gratin.

CURRY.

Dry.

JOINTS, &c.

Roast Sirloin of Beef and Horseradish.

Roast Chicken and Bread Sauce.

Boiled Australian Bacon and Spinach.

Cold Calfs Head and Plain Salad.

SWEETS.

Caramel Pudding.

Strawberry Ice Cream and Finger Cakes.

Tiger Cake.

Welsh Rabbit.

DESSERT.

Coffee. Fruits. [812]

COLONIAL SECRETARY'S DEPARTMENT.

MENT.

IT is hereby notified that information has been received from the Military Authorities that FIELD FIRING will be carried out daily from MONDAY, the 9th instant, until FRIDAY, the 13th instant, inclusive, commencing at 7.30 A.M., and finishing at noon, from the South-West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.

F. H. MAY,
Colonial Secretary.
Hongkong, 2nd September, 1907. [811]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."

Captain J. G. Olliff, will be dispatched for the above Ports, on TUESDAY, the 10th inst., at 3 P.M.

For Freight and Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 6th September, 1907. [813]

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 7th September, 1907, commencing

at 2.30 P.M., at their Sales Rooms,

No. 8, Des Vœux Road, corner of

Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising:—

CARVED BRASS BOWLS, VASES,

INCENSE BURNERS, JAPANESE TEM-

PLE TORIJE, OLD BRONZE VASES,

GONGS, IVORY CARVINGS, GOLD AND

SILVER CLOISONNE WARE, IMARI AND

MAKUDZU VASES, SILK EMBROID-

ERED SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.
Hongkong, 6th September, 1907. [792]

OPENING OF MANCHURIA.

ANNIVERSARY CELEBRATION IN MANCHURIA.

Mr. Ozaki, Japanese Vice-Consul General at Shanghai, has received the following telegram:—

Port Arthur, 2nd September.

Yesterday, September 1st, being the anniversary of the founding of the Kwangtung Government and the general opening of Manchuria to foreign trade, was grandly celebrated as Administration Day here, foreigners and Chinese participating. In proposing the toast, the Governor-General in charge said the day was a memorable one, and was of international and not merely national interest. He championed zealously the principle of the open door and equal opportunities for all nationalities and pledged its realisation.

The Governor's sentiment was enthusiastically responded to.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/2 1/2

Do. demand 2/2 1/2

Do. 4 months' sight 2/2 1/2

France—Bank T.T. 2/2 1/2

America—Bank T.T. 54

Germany—Bank T.T. 2/2 1/2

India T.T. 165

Do. demand 165

Shanghai—Bank T.T. 73

Singapore T.T. 5 1/2 prem.

Japan—Bank T.T. 108 1/2

Java—Bank T.T. 133 1/2

4 months' sight L/C. 2/3 1/2

6 months' sight L/C. 2/3 1/2

30 days' sight San Francisco & New York ... 55

4 months' sight do. 55 1/2

30 days' sight Sydney and Melbourne ... 2/3 1/2

4 months' sight France. 2/2 1/2

6 months' sight do. 2/2 1/2

4 months' sight Germany 2/2 1/2

Bar Silver 37 7/16

Bank of England rate 4 1/2

Bank of France 3 1/2

Bremen 5 1/2

Intimations



THE ROBINSON PIANO CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907. [13]

TO COUNTERACT THE
ENERVATING EFFECT OF THE
HOT WEATHER,
DRINK

"TANSAN"

Bottled at the Takaradzka Spring,
Japan.

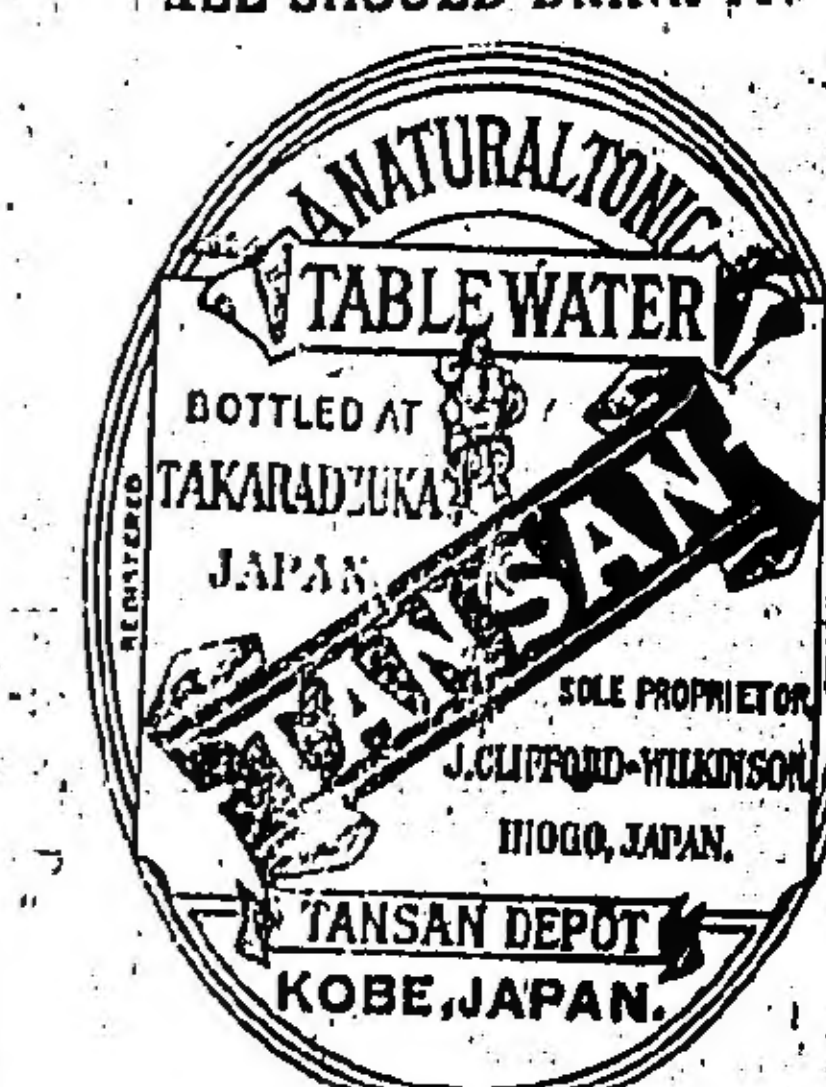
Mixed with Hock, Whisky, or Claret it has no equal as a Thirst-quencher, Stimulant, and cure for Lassitude and Debility.

LADIES who value their health should drink it.

CHILDREN will feel the beneficial effect of it.

MEN who use it testify to its excellence.

ALL SHOULD DRINK IT.



NATURAL MINERAL WATER IN THE WORLD.

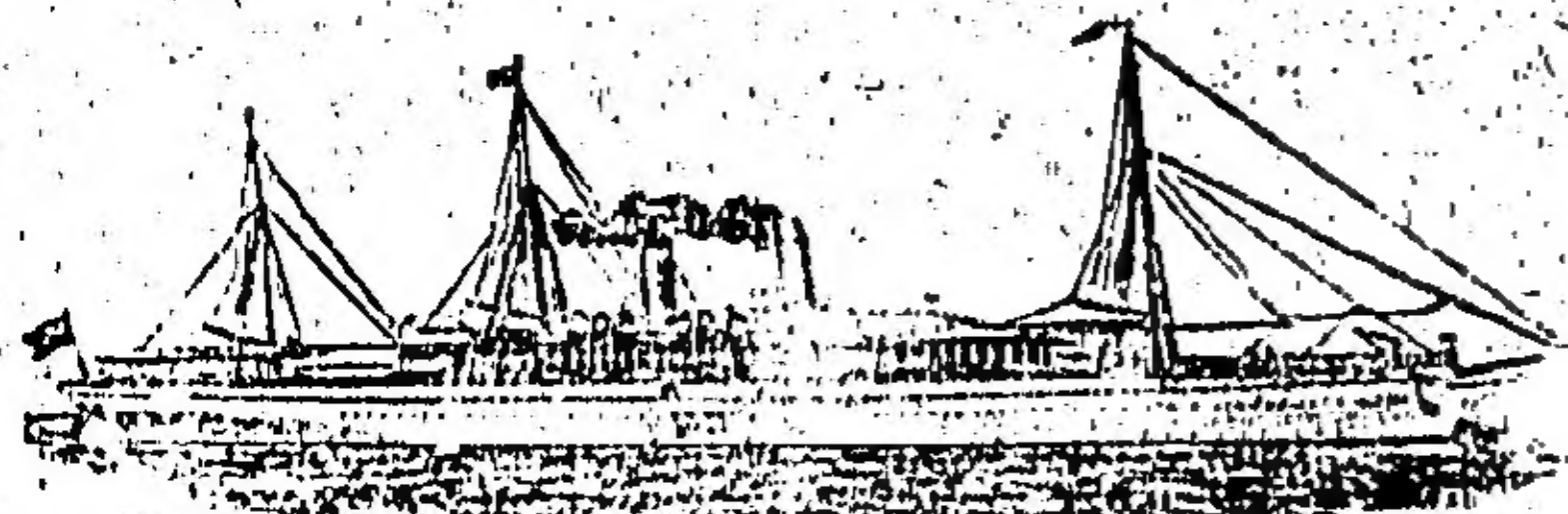
BEWARE OF Spurious Imitations and see that you get your "TANSAN" from the SOLE AGENTS.

"TANSAN GINGER ALE"

Acknowledged to be the best on the market, see that the label bears the name of J. CLIFFORD-WILKINSON, without which none is genuine.

Can always be obtained at all the CLUBS, HOTELS and STORES.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific to the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"TARTAR" 4,435	WEDNESDAY, Sept. 11th
"EMPRESS OF INDIA" 6,000	THURSDAY, Sept. 12th
"EMPRESS OF JAPAN" 6,000	THURSDAY, Oct. 24th
"TARTAR" 4,435	WEDNESDAY, Nov. 6th
"EMPRESS OF JAPAN" 6,000	THURSDAY, Nov. 11th
"TARTAR" 4,435	WEDNESDAY, Dec. 4th
"EMPRESS OF JAPAN" 6,000	THURSDAY, Dec. 11th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 24/6 St. Lawrence River Lines or New York £71.10. Steamers, and 1st Class on Railways, 1st St. Lawrence £10. 1st New York £12.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, Maps, Routes, Hand-books, Rates of Freight and Passage, apply to
HONGKONG, 29th August.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	CHOYHANG	SATURDAY, 7th Sept., 4 P.M.
TIENSIN	CHIPSING	SATURDAY, 7th Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore	1st Class	Single	Return
		85	\$100
Penang		85	130
Calcutta		165	250

* These Steamers have superior accommodation for the First-class Passengers, and are fitted through-out with Electric Light.

† Taking Cargo on through bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 5th September, 1907.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI	MANILA	TO SAIL
YOH WAI	7th	Sept., 4 P.M.
TSINA	7th	"
HOIHOW and HAIPHONG	9th	" daylight.
YOKOHAMA & KOBE	10th	"
CEBU and ILOILO	14th	"
SWATOW & SHANGHAI	14th	"
SWATOW & SHANGHAI	17th	"
CHEFOO & NEWCHWANG	19th	"

* The Attention of Passengers is drawn to the Superior Accommodation offered by these steamers, which are fitted through-out with Electric Light. Unvalued table. A daily qualified Surgeon on board.

† Taking Cargo on through bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	Port	Sailing Date
ZAFIRO	2541	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
KUBI	2130	Almond	"	SATURDAY, 14th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

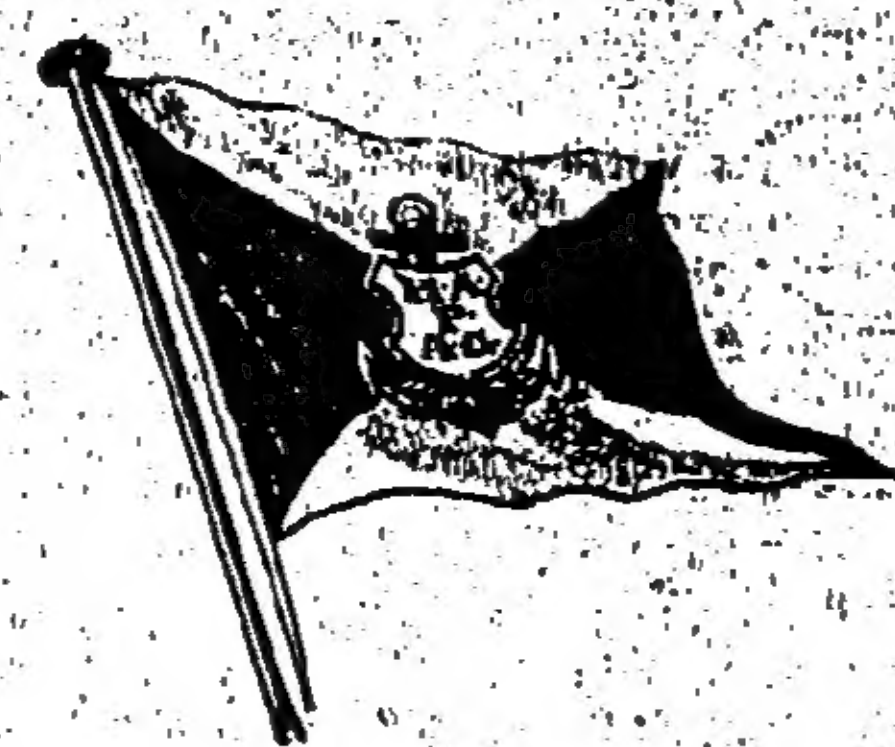
Steamship	To sail

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th July

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with
912,000
Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, LIVER, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN	1st Oct.	RHENANIA	2nd Oct.
SILESIA	2nd Nov.	HOHENSTAUFEN	30th Oct.

Hongkong, 2nd September, 1907.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"MORMORA,"
Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this office for BOMBAY, N.C., TO-MORROW, the 7th September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. India, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Mormora, due in London on 19th October, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 24th August, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG
FOR NEW YORK.
S.S. "SATSUMA" 7th Sept.
S.S. "SIKH" 11th Oct.
FOR BOSTON AND NEW YORK.
S.S. "GHAZER" 14th Sept.

* This steamer has excellent Saloon Accommodation for First-Class Passengers at moderate rates.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st August, 1907.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tramont	9,660	T. W. Garlick	11th Sept.
Swansea	6,235	W. Shotton	1st Oct.
Kamurik	6,235	D. Baird	15th Oct.
Shawmut	9,660	R. V. Roberts	6th Nov.

CHIEF PASSES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES

The twin-screw s.s. Shawmut and Tramont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 2nd September, 1907.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE,"
Captain Lancelotti, will be despatched for
SAIGON, LILLES, on TUESDAY, the 17th
September, at 1 P.M.

This steamer connects at Colombo with the
Australian line s.s. Armand Bache bound for
Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

N-ut sailings will be as follows: 1st Oct.
S.S. AUSTRALIEN 15th Oct.
S.S. VERA 29th Oct.
S.S. YARE 29th Oct.
S.S. ERNEST SIMONS 12th Nov.
S.S. TONKIN 26th Nov.
S.S. POLYNESIE 10th Dec.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th September, 1907.

FOR VLADIVOSTOCK.

THE Steamship
"VINE BRANCH,"
will be despatched, as above on or about 10th
September.

For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 3rd August, 1907.

FOR DALNY.

THE Steamship
"KARON,"
will be despatched for the above Port, on or
about the 10th inst.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 2nd September, 1907.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship
"ALDENHAM,"
Captain St. John George, will be despatched at
above, on SATURDAY, the 8th inst., at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in state-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th September, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" Capt. H. W. WALKER.
"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every
evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every
evening, (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$1.
Meals \$1.25 each

The Company's Wharf is situated in front of
the New Western Market, opposite the old
Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 5, Queen's Road West,
Hongkong, 2nd July, 1907.

HONGKONG AVERAGE MARKET
PRIORS.

Corrected 6th September, 1907. per 5 Mds.

BUTCHER MEAT.

Beef mutton and prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-
tau-keok

" Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pai

" Shoulder—Yeung Shau

" Pigs' Chitlings—Chi cheong

" Brains—Chi Know

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chi Pai

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Con

" Sucking Pigs, To Order—Chu Chai

" Suet, Beef—Sung Ngau Yau

" Mutton—Sung Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

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Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha	14
Snapper—Lap Yu	22
Soles—Tat Sa Yu	20
Tench—Wan Yu	18
Turbot—Cho How Yu	20
Turtles, small, fresh water—Keok Yu	56
White Bait—Ngan Yu Chai	—

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	40,000	\$125	\$125	\$1,000,000	\$1,797.67	\$1.15 1/2 for year ending 30.6.07 @ ex 2 1/2 3/16 \$16.04	4 1/2	\$64 1/2 sales new \$505 n. issue London 17 ex new issue London 26.10.07 n. issue/first call 197
National Bank of China, Limited	1,025	£7	£6	\$12,735	\$71.23	\$2 (London 3/16) for 1907	7 1/2	\$270
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	£15	£15	\$1,000,000	\$185.59	Interim of 7/16 for account 1906 @ ex 2 1/2 11 16 per tael	6 1/2	Tls. 77 1/2 sellers
North China Insurance Company, Limited	1,000	£15	£15	\$1,000,000	\$185.59	Interim of 7/16 for account 1906 @ ex 2 1/2 11 16 per tael	6 1/2	Tls. 77 1/2 sellers
Union Insurance Society of Canton, Limited	2,400	£25	£100	\$3,000,000	\$1,464.0	Final of \$12 making \$12 for 1906 and Interim of 13 1/2 1906	5 1/2	\$56 1/2 n. and b.
Yangtze Insurance Association, Limited	1,000	£100	£50	\$1,000,000	\$461.467	1 1/2 year ending 31.12.5	7 1/2	1175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	£100	£20	\$1,000,000	\$1,629.80	2 1/2 and bonus \$1.00 for 1905	9 1/2	187 sales
Hongkong Fire Insurance Company, Limited	1,000	£25	£50	\$1,000,000	\$435.238	240 for 1905	12 1/2	1315
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	£25	£25	\$1,000,000	\$365	1 1/2 for 1906	6 1/2	\$15 buyers
Douglas Steamship Company, Limited	10,000	£50	£50	\$1,000,000	Nil	2 1/2 for year ending 30.6.07	6 1/2	\$41
Hongkong, Canton & Macao Steamship Co., Ltd.	1,000	£15	£15	\$1,000,000	\$27.101	1 1/2 for 1st half year ending 30.6.07	7 1/2	128
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£15	£15	\$1,000,000	\$1,694	5 for 1906 @ ex 2 1/2 - \$1.14 per share	3 1/2	\$59 buyers \$28 buyers
Shanghai Tug and Lighter Company, Limited	10,000	£1.50	£1.50	\$1,500,000	\$13.347	Interim of Tls. 12 for account 1907	11 1/2	Tls. 47 1/2 sales
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	\$1,000,000	\$74.370	Interim of 1 1/2 (Coupon No. 8 for a/c 1907	4 1/2	Tls. 48 buyers 45 1/2 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	\$1,000,000	\$137	\$1.00 for year ending 30.6.1907	5 1/2	\$20
Taku Tug and Lighter Company, Limited	10,000	£1.50	£1.50	\$1,500,000	\$18.730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2	Tls. 50 sellers
TELEPHONES.								
China Sugar Refining Company, Limited	1,000	£100	£100	\$1,000,000	\$9.218	2 1/2 for year ending 31.12.06	8 1/2	98 sales
Luzon Sugar Refining Company, Limited	1,000	£100	£100	\$1,000,000	\$9.218	1 1/2 for 1907	8 1/2	\$21
Verak Sugar Refining Company, Limited	1,000	£100	£100	\$1,000,000	\$9.218	Tls. 4 (8 1/2) for year ending 31.8.06	4 1/2	Tls. 90 sellers
MINEING.								
Chinese Engineering and Mining Company, Ltd.	10,000	£1	£1	\$1,000,000	\$12.546	Interim of 1/16 for a/c year ending 28.2.07	4 1/2	Tls. 15.20 buyers
Paub Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,000,000	\$12.546	1 1/2 of 1/16 - 48 cents	4 1/2	17 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	\$1,000,000	\$110.335	\$1.75 for year ending 31.12.06	10 1/2	117
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£50	£50	\$1,000,000	\$30.047	Interim of \$2 for six months ending June 30th 1907	6 1/2	163
Hongkong and Whampoa Dock Company, Ltd.	10,000	£50	£50	\$1,000,000	\$301.580	2 1/2 for 1st half year ending June 30th 1907	7 1/2	\$105
Shanghai Dock and Engineering Co., Ltd.	10,000	£50	£50	\$1,000,000	\$10.459	Tls. 3 for year ending 30th April 1907	3 1/2	Tls. 79
Shanghai and Hongkew Wharf Company, Limited	10,000	£50	£50	\$1,000,000	\$23.117	Interim of Tls. 8 for account 1907	8 1/2	Tls. 2.6 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 3.388	Tls. 6 for 14 months ending 28.2.07	6 1/2	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	£25	£25	\$1,000,000	\$10.908	\$2 1/2 for year ending 30.6.07	9 1/2	\$23
Cheong Cheong, Limited	10,000	£25	£25	\$1,000,000	\$10.908	\$1.80 for 1906	12 1/2	\$14
Hongkong Hotel Company, Limited	10,000	£50	£50	\$1,000,000	\$371	\$5 for second half year making \$10 for 1906	10 1/2	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	\$1,000,000	\$56.218	Interim of \$3 for half year ending 30.6.07	7 1/2	\$98 sellers
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	\$1,000,000	\$11.167	80 cents for 1906	7 1/2	\$104 sa. and b.
Kowloon Land and Building Company, Limited	1,000	£50	£50	\$1,000,000	\$10.89	\$2 1/2 for 1906	7 1/2	\$36
Shanghai Land Investment Company, Limited	28,000	Tls. 50	Tls. 50	\$1,000,000	\$11.078	Interim of Tls. 3 for account 1907	7 1/2	Tls. 102 sellers
West Point Building Company, Limited	12,500	£50	£50	\$1,000,000	\$11.519	Interim of \$2 for half year ending June 30th	8 1/2	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000	\$15.000	Tls. 10 for year ended 31.10.1906	15 1/2	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	\$1,000,000	\$21.660	\$1 1/2 for the year ending 31.7.06	11 1/2	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000	\$15.000	Tls. 6 for year ended 30.9.06 (8 1/2)	11 1/2	Tls. 52
Lan-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	Tls. 100	Tls. 100	\$1,000,000	\$15.000	Tls. 8 for 1906	8 1/2	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 500	Tls. 500	\$1,000,000	\$25.257	Tls. 50 for 1906	16 1/2	Tls. 300 sellers
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited	1,000	£12 1/2	£12 1/2	\$1,000,000	\$2.038	1 1/2 per share for 1906	9 1/2	\$6
Campbell, Moore & Co., Limited	1,200	£10	£10	\$1,000,000	\$2.038	\$3 for 1905	9 1/2	\$20 sellers
China-Borneo Company, Limited	1,000	£12	£12	\$1,000,000	\$2.038	\$1 for 1904	9 1/2	\$14 sales
China Flour Mill Co., Limited	1,000	£10	£10	\$1,000,000	\$2.038	Final of Tls. 5 making Tls. 10 for 1905	9 1/2	Tls. 10
China Light and Power Company, Limited	1,000	£10	£10	\$1,000,000	\$2.038	60 cents for year ended 28.2.06	9 1/2	6 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	\$1,000,000	\$2.038	80 cents for 1906	9 1/2	19
Dairy Farm Company, Limited	25,000	£7 1/2	£7 1/2	\$1,000,000	\$2.038	\$1.30 for year ending 31.7.1906	8 1/2	\$10 buyers
Green Island Cement Company, Limited	100,000	£10	£10	\$1,000,000	\$2.038	Interim of 50 cents per share for a/c 1907	9 1/2	\$11 sellers
Hall & Holtz, Limited	11,000	£20	£20	\$1,000,000	\$2.038	\$2 1/2 for year ending 28.2.7	11 1/2	\$10 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	\$1,000,000	\$2.038	1 per share for year ending 28.2.07	7 1/2	\$14 sales
Hongkong Ice Company, Limited	5,000	£25	£25	\$1,000,000	\$2.038	Interim of \$4 for year ending June 30th 1907	9 1/2	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	\$1,000,000	\$2.038	Interim of 80 cents per share for a/c 1907	8 1/2	\$25 buyers
Manchukui Pottery, Biscuit & Landbouw Co., Ltd.	25,000	£10	£10	\$1,000,000	\$2.038	Second interim d.v. of Tls. 7 1/2 for a/c 1907	9 1/2	Tls. 325 buyers
Peak Tramways Company, Limited	25,000	£10	£10	\$1,000,000	\$2.038	\$1 per sh. or period from 19th Oct. to 30th Apr. 1907	8 1/2	\$12
Peak Tramways Company (new)	50,000	£10	£10	\$1,000,000	\$2.038	None	8 1/2	\$1.65
Philippine Company, Limited	67,500	£10	£10	\$1,000,000	\$2.038	Interim of Tls. 3 1/2 for account 1907	7 1/2	Tls. 108
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 7.990	Tls. 4 for 1905	14 1/2	Tls. 30 buyers
Shanghai Horse Bazaar Co., Ltd.	1,500	Tls. 100	Tls. 100	\$1,000,000	Tls. 3.4	Final of Tls. 5 and Tls. 10 for 1906	14 1/2	Tls. 70 sellers
Shanghai Yulp and Paper Company, Limited	10,000	Tls. 20	Tls. 20	\$1,000,000	Tls. 7.83	Final of Tls. 6 making Tls. 10 for 1906	8 1/2	Tls. 21 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$1,000,000	Tls. 8.592	Interim of 15 1/2 for account 1907	9 1/2	Tls. 310 buyers
South China Morning Post, Limited	10,000	£25	£25	\$1,000,000	Tls. 11.914	Interim of 11 1/2 for account 1907	4 1/2	Tls. 280 buyers
Szechuan Laundry Company, Limited	20,000	£1.5	£1.5	\$1,000,000	Tls. 15.205	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2	\$61
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 4.000	Tls. 6 for year ending 30.4.07	11 1/2	Tls. 97
Union Waterboat Company, Limited	10,000	£10	£10	\$1,000,000	Tls. 3.04	First year	8 1/2	\$10
United Asbestos Oriental Agency, Limited	10,000	£10	£10	\$1,000,000	Tls. 3.04	8 cents on 9,900 ord. shares and 8 on 100 Founders that is to v. 1907	7 1/2	Tls. 111 sellers
Watson, (A. S.) & Co., Limited	10,000	£10	£10	\$1,000,000	Tls. 3.04	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2	\$8
William Powell, Limited	5,000	£10	£10	\$1,000,000	Tls. 3.04	Final of 3 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2	

* These shares are entitled to half of the profits.

Shipping—Steamers

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF
THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME-ORIENT
S.S. "PAUL BEAU"
will leave Hongkong, on SUNDAY, 8th inst. (weather permitting) at 9 A.M., and return from Macao at 5.30 P.M. the same day.

First Class single passage.....\$2.00
" return ".....4.00
Second " single ".....1.50
" return ".....3.00

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 7th, or on board on day of sailing.

For further particulars, please apply to
BARRETTO & CO.,
Agents.
Hongkong, 5th September, 1907.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISIRIA,"
Captain Dini, will be despatched as above on WEDNESDAY, the 11th instant, at Noon. At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 5th September, 1907.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail
"KASATO MARU".....6,100 {About Middle of Oct., 1907
"KATHERINE PARK".....5,000 {About End of Nov., 1907

Having Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to
K. MATSUDA,
Manager,
Yokohama, Japan.
Hongkong, 2nd September, 1907.

Furniture.

ACHEE & CO.

ESTABLISHED 1850.

FURNITURE, DEPOT

GENERAL HOUSEHOLD.

REQUISITES.

&c. &c. &c.

KODAKS, FILMS, AND ACCESSORIES.

Telephone 254.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

The Whisky of Great Age

DEWAR'S

IMPERIAL

John Dewar & Sons Ltd.

Sole Agents: BUMANN & BENBLINGER,

15, 16 & 17, Collyer Quay Central.

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